

Posted: Friday, September 09, 2011

NOTICE AND CALL OF THE REGULAR MEETING OF THE TRINIDAD CITY COUNCIL

The Trinidad City Council will hold its first regular monthly meeting on
WEDNESDAY, SEPTEMBER 14, 2011 at 7:00 PM
in the Town Hall at 409 Trinity Street

Closed Session begins at 5:00 PM

- I. **CALL TO ORDER/ROLL CALL**
- II. **PLEDGE OF ALLEGIANCE**
- III. **CLOSED SESSION**
 1. Government Code section 54956.9(b)(3): Pending Litigation
 2. Government Code section 54956.95: Liability Claims for Damages, etc. against the City of Trinidad, submitted by the following individuals:
 - o Tsurai Ancestral Society, Axel Lindgren III, Kelly Jean Lindgren, Christine Williams, Kris K.C. Lindgren, Tanna Lindgren-Tripp, Sarah Lindgren-Akana, George E. Nelson, Patricia Bailey, Gary Nelson, Parris Lindgren, Chet Jarboe.
- IV. **REPORT FROM CLOSED SESSION**
- V. **APPROVAL OF AGENDA**
- VI. **APPROVAL OF MINUTES** - July 13, 2011 CC & August 10, 2011 CC
- VII. **COUNCIL MEMBER REPORTS, INCLUDING COMMITTEE ASSIGNMENTS**
- VIII. **ORAL STAFF REPORTS** - Specific Department Reports, Planning Commission
- IX. **ITEMS FROM THE FLOOR**

(Three (3) minute limit per Speaker unless Council approves request for extended time.)
- X. **CONSENT AGENDA**
 1. Staff Activities Report through August 2011
 2. Financial Status Reports for July 2011
 3. Proclamation 2011-04; North Coast Stand Down
 4. Donation for Trinidad Head Trail Maintenance
 5. City Checking Account Transition
 6. PG&E Contract for Relocation of Streetlight
- X. **DISCUSSION/ACTION AGENDA ITEMS**
 1. Presentation of Quality Community Design Awards
 2. Discussion/Decision regarding Signing at Trinity & Edwards
 3. Discussion/Decision regarding Prioritization of Proposition 1B Projects
 4. Discussion/Decision regarding Updated Draft Investment Policy
 5. Discussion/Decision regarding Grand Jury Recommendations.
- XI. **COUNCIL, STAFF, or PUBLIC REQUESTS FOR FUTURE AGENDA ITEMS**
- XII. **ADJOURNMENT**

APPROVAL OF MINUTES FOR:

JULY 13, 2011CC:
AUGUST 10, 2011CC:

Supporting Documentation follows with: 0 PAGES

***MINUTES WERE INCOMPLETE AT THE TIME THE PACKET WAS DISTRIBUTED.
MINUTES WILL BE PROVIDED TO THE COUNCIL AND AVAILABLE TO THE PUBLIC
FOR REVIEW PRIOR TO THE MEETING.***



CONSENT AGENDA ITEM #1

SUPPORTING DOCUMENTATION FOLLOWS WITH: 17 PAGES

1. Staff Activities Report through August 2011



STAFF ACTIVITIES REPORT

Through August 2011

A Staff Activities Report is provided to the City Council on a monthly basis. Additions to the previous report will be indicated in **bold type face**. Old information will be left on this report for a period of time and then removed or updated.

City Administration:

1. Town Hall Rental. A report on procedures and new rate structure has been delayed due to illness of the City of Blue Lake Parks & Recreation Director who has been contracted to assist with this presentation. Although some preliminary work has been completed, the full report is anticipated to be presented to the Council at the October meeting.
3. On-Site Waste Water Treatment (OWTS) Ordinance. A public education proposal from Streamline Planning to implement this ordinance was approved by the Council at its August meeting. Previous public education documents have been compiled and are being updated. Research into current sewer fees and septic maintenance costs has occurred. Local sewer fees have risen substantially in the past few years, making septic maintenance even more economical. Work will continue with a goal of having materials ready for Council review in October.
4. Tsunami Warning Signs. Signs are on order and installation will occur once signs are received.
5. Tsunami Warning Siren. A re-test of the tsunami siren was conducted on August 25th to address concerns over the decibel meter readings in the immediate vicinity of the siren. The siren pitch has been adjusted downward, and together with a number of other mitigating measures, the Building Official reports that the siren will meet health and safety concerns. In its present location and installation the siren serves its intended purpose to notify those in the immediate area and, as such, the application to the Planning Commission for reconsideration of the height of the siren has been withdrawn.
6. Library Lease. The City has been advised by its insurance carrier, the Public Agency Risk Sharing Authority, that they will not insure the City if the City enters into an agreement that transfers indemnity or obligations from a third party (LACO) to the City, as is proposed by the draft lease prepared on behalf of the Humboldt North Coast Land

Trust. A letter has been sent to the attorney representing the Land Trust reaffirming the City's intent to enter into a long term lease after the building is constructed, but advising that the City cannot assume such third party indemnification. It is staff's understanding that a geological study will be conducted on the proposed footprint for the new library, with the proposed design to follow based on that study. This will eliminate the need for the objectionable third party indemnification. The City is awaiting such confirmation from the Land Trust.

7. Water Rates. Winzler & Kelly has commenced the rate analysis study that was funded in the adopted FY 2011-12 budget, and a presentation was made to the Council in August. There are a number of alternatives that will need to be considered by the Council before presentation of the proposed final rate structure, and a special study session for consideration of these alternatives is proposed to be held on September 21 at 7:00 p.m.

8. Investments. A proposed investment policy is presented as a separate agenda item.

PLANNING ISSUES

1. General Plan. The Planning Commission continues to work on the Circulation Element, which is one of the more complex of the seven state required elements, and the fourth reviewed by the Planning Commission so far. The Circulation Element not only includes transportation and streets, but also public services and energy use. **General Plan work was put on hold for a few months due to other planning issues and permits; however, the Circulation Element is near completion and should come before the Council in the next few months.**

2. Accessory Dwelling Unit (ADU) Code. This Ordinance was adopted by the City Council in August, 2010. Streamline is of the opinion this needs to be approved by the Coastal Commission and will be submitted in conjunction with the Vacation Dwelling Unit (VDU) regulations. The next step will be putting together an application package that will include an analysis of how the new regulations fit within the Local Coastal Plan and Coastal Act regulations as well as any environmental impacts of new rules. The local Coastal Commission staff could not get to it until September, 2011 at the earliest as they are currently working on the Arcata general plan and zoning LCP amendment.

3. Vacation Units Regulations. **The second reading of the Vacation Dwelling Unit Ordinance was presented to the Council at the August meeting.** As a land use ordinance, this will need to be approved by the Coastal Commission, and it could be submitted in conjunction with the ADU ordinance. Insofar as the ordinance does not conflict with existing land use regulations, it may be able to be implemented prior to Coastal Commission approval.

4. Trinidad Rancheria Community-based Plan. Because of the short time period to respond (comments were due August 1) there was no opportunity to present this Plan to the Council for discussion. The Planner did submit extensive comments which were attached to the previous month's activities report.

5. Moss Subdivision. The Planning Commission reviewed this project at their August 17 meeting at the request of the City Council. Public comments were received, and the Planning Commission directed staff to write a letter based on their discussions and recommendations (copy attached). That letter was submitted to the County for inclusion in the County Planning Commission packets for their Sept. 1 hearing. The item was discussed at length and continued to the regular November meeting to allow staff time to do additional analysis on the water quantity issues. The City will be represented at the November County Planning Commission meeting in order to clarify the city's position and concerns and/or respond to County Planning Commissioner questions, as may be needed.

Status of Grant Funded Programs

1. Project Name: Gateway Project

Source of Funds: Combination of Transportation Enhancement Funds, Federal High Risk Rural Roads Funds and local Proposition 1B funds

Status: **This project has been separated into three components, two of which involve street light replacements. The contract for the replacement of three lights on Trinity has been prepared, and replacement can be scheduled by PG & E. The contract for replacement of three lights on Main is pending resolution of the location of the light at Ocean & Main, which is presently unresolved due to underground infrastructure issues. Alternatives are currently under investigation by PG&E. The main component is the Gateway Project itself. The project plans are complete and funding for Transportation Enhancement Program Funds is currently being completed for submittal to Caltrans. Although the Gateway Committee discussed an artistic element, this has yet not been defined, and without further specifics, cannot be included in the proposed funding agreement. Once the funding agreement is approved, the plans will be submitted to the Council for approval to bid.**

2. Project Name: Town Hall Heating System

Source of Funds: Energy Efficiency Block Grant (\$25,000)

Status: **The Redwood Coast Energy Authority is handling this project on behalf of the City, and it will be bid shortly.**

3. Project Name: Saunders Park Development

Source of Funds: State Park Bond Act (\$76,737) ; Z'Berg Harris (\$70,000) and local match (\$33,000)

Status: **The final on-site field inspection recently took place by our State Park field representative, who noted that corrective action was required to make the bocce court handicap accessible. The corrective action has since been completed by Public Works staff, and the project has now been approved for final reimbursement payment.**

4. Project Name: Turbidity Monitoring (SCADA upgrade)

Source of Funding: CA State Proposition (\$113,628)

Status: Winzler & Kelly is acting as the project manager. **The project is currently out to bid with a bid opening date of September 16, 2011.**

5. Project Name: Water Plant Improvement Project

Source of Funding: Safe Drinking Water Revolving Fund (\$193,100)

Status: **Winzler & Kelly will act as project manager on behalf of the City. Work is expected to get underway shortly with preferred alternatives to be presented to the Council late this calendar year.**

6. Project Name: Luffenholtz Creek Sediment Reduction

Source of Funding: California Department of Public Health (up to \$1.875 million)

Status: Staff is working out details such as a long term maintenance agreement with Green Diamond and complying with permitting requirements, all of which are necessary before we can receive a letter of commitment for funding. **Until we receive a letter of commitment for funding, costs incurred will be limited to minimal internal staff charges only.**

7. Project Name: Trinidad Pier Reconstruction (ASBS Project)

Source of Funding: CA State Proposition 84 (\$2,500,000)

Status: **A groundbreaking ceremony for the Trinidad Pier Reconstruction project was held on August 3, 2011. The building permit has recently been issued. Staging of the construction equipment is underway with demolition to get started soon. Completion is anticipated in May 2012.**

8. Project Name: Storm Water Management Improvement

Source of Funding: CA State Proposition 84 (\$2,500,000)

Status: **The grant agreement has recently been signed by the City and the State. Winzler & Kelly will act as the project manager and work should commence within the next month. Over the course of the winter, geotechnical studies and installation of wells will occur to accumulate data for preliminary design.**

9. Project Name: Trinidad to Humboldt Bay Coastal Watershed Program

Source of Funding: Department of Conservation Water Coordinator Grant (\$293,910)

Status: **The Grant agreement was signed in June, 2011. A meeting of the Trinidad Bay Watershed Council is scheduled for October to begin planning activity for the upcoming year. Staff is also working to organize a conference for local, state and federal agencies on adapting to the rise in sea levels and other climate changing effects. This is a three year program with the outcome anticipated to be improved coordination among watershed entities to avoid duplication of effort and to promote improved management of water resources.**

10. Project Name: Museum Access Road and Landscaping

Source of Funding: ARRA (Stimulus) \$186,000

Status: The City has been advised that reimbursement from Stimulus funds is being disallowed due to a number of procedural and paperwork deficiencies associated with management of the construction project. The City was successful in securing a commitment for \$120,000 from Transportation Enhancement Reserves available for projects within Humboldt County through HCAOG. These funds are designated for the City's Gateway project, which in turn will free previously designated Gateway funds which can then be directed to help offset the loss of ARRA funding. Although this will go a long ways toward backfilling the loss of ARRA reimbursement, it will result in a loss of regional funding available for other eligible projects.

Police Department

1. Sale of Assets. **The Council authorized staff to dispose of police department assets in recognition of the long term arrangement for law enforcement services to be provided by the Humboldt County Sheriff. Staff prepared a listing of all assets and bids were solicited from local law enforcement entities. One vehicle has been sold to the City of Rio Dell and other supplies and equipment were sold to the College of the Redwoods Policy Academy. For disposition of the remaining items, staff will work with a firm out of Mission Viejo that specializes in the auction of police department property.**

Public Works Department

1. Generator. Staff has completed installation of a back-up generator and propane tank behind the fire station, and the project is all but complete except for electrical hook up that will be performed by a licensed electrician.
2. Van Wycke Trail. The Trail has been temporarily opened by Public Works. Council will be asked to prioritize a number of projects, including a more permanent fix of this trail, to assure expenditure of proposition 1B funds can be made before the June 2012 expenditure deadline.
3. Trinidad Head Maintenance. The City continues to perform trail maintenance to within the limitations identified in the July 1 letter from the Coastal Commission (to no more than one foot on either side of the existing roads and to a total width of 4 feet along the trails), pending a more complete report from that Commission as to what work constitutes maintenance as opposed to what work requires a Coastal Development Permit. In response to citizen complaints, staff has followed up a number of times asking Commission staff for the more complete report; however, that has not been received to as of this writing.
4. Roadway Marking. Public works has recently completed a road marking improvement project including yellow centerline and white fog lines along Scenic Drive, Patricks Point Drive, Frontage Road and Westhaven Drive.



August 22, 2011

Humboldt County Planning Commissioners
County of Humboldt
Dept. of Community Development Services, Planning Division
3015 H Street
Eureka, CA 95501

Re: Response to Notice of Public Hearing and Intent to Adopt a Final Supplemental Environmental Impact Report for the Moss Parcel Map Subdivision, Trinidad Area; Case No. PMS-03-14, File No. 515-131-23

Dear Commissioners,

The City of Trinidad respectfully submits the following additional comments regarding the above mentioned project (herein referred to 'Moss Subdivision') after careful consideration and public hearing. At their regular meeting of August 10, 2011 the City Council voted to request the Trinidad Planning Commission to review the Final Supplemental Environmental Impact Report (SEIR) and provide comments to the County. This occurred at the regular Planning Commission meeting of August 17, 2011. City staff is submitting these comments on behalf of the City based on the recommendation of the Planning Commission.

The City would like to reiterate its comments of August 19, 2010 (attached) on the Draft SEIR. Though those comments were included and addressed in the Final SEIR, the City feels that they were not given enough consideration. The various Trinidad City Councils and Planning Commissions have submitted input to the County in regards the Moss Subdivision for the past 14 years. The City has consistently requested an EIR and a thorough analysis of impacts to its water supply and other issues. The City has concerns about future development related to the Moss subdivision and the precedence that this project will set. Development outside of the Luffenholtz watershed still has the potential to affect the City's secondary water supply in Mill Creek. The City's most recent input on 8/19/10 was very clear in stating the City's concerns about its water. Several important mitigation measures or additions to the existing mitigation were requested to adequately protect the water supply of the City and its residents.

While some of the City's requests were honored, several significant requests were denied, discounted, or explained away as not being under consideration due to direction from the courts or for lack of substantiating evidence. This is of serious concern to the City. While the most recent court decision did limit the areas of consideration of impacts, CEQA law itself ensures that the court decision does not make the City's concerns off limits.

The City has every right and obligation to its water customers to be concerned about the precedence that this project will set for the development of the rest of the TLLC 680 acre development that Moss is a part of. The City asked for new mitigation measures, expressed concerns about enforcement, and identified a modified version of Alternative 3 as its preferred alternative.

The following City concerns were added to the final SEIR:

1. Water use restrictions were added to any possible second units that might occur due to zoning changes with General Plan Updates;
2. Runoff will be directed away from septic tank leachfields;
3. Meters will be installed at the intake to each storage tank, and record flows once per day. Records to be submitted to county once per year. Deed restrictions shall be recorded for each parcel to describe dry season withdrawals and storage and this carry to any new owner.

The following City concerns were not added to the final SEIR:

1. Selection of a modified Alternative 3 as the preferred alternative, with open space restrictions to prevent additional diversions or changes in hydrology and sedimentation from forest land conversions reducing base flow in the summer. The county stated that such a modified alternative was unreasonable and not required by CEQA.
2. Water quality issues related to land clearing and conversions from forest to pasture leading to increased sedimentation. The county stated that this is outside the purview of this project based on the court ruling.

The county states in SEIR Mitigation Measure 2 (on page 34 of the FSEIR) that *"Based on the current state of knowledge regarding dry season flows in the two affected streams and the life-cycle of non-anadromous populations of coastal cutthroat trout, the risk to the species through potential dewatering of the streams at or below the subject site is sufficient to prohibit any water diversions during the dry season."* Dewatering streams would be bad for fish and for the City's water supply.

There are many problems with the County's suggested mitigations. They have created a complex system relying on dry season restrictions, pumping records, county enforcement, and massive water storage facilities, rivaling the City's in size. If any one of these layers of the mitigation fail, it puts the City and the fish at great risk. These measures will be difficult to enforce in the short-term and even more difficult as time passes, but pressure on water use in the Luffenholtz watershed will only increase.

Severe drought and dry periods have occurred on Luffenholtz Creek in the so-called wet season. The winter of 1976-77 was extremely dry and this data was used as the worst case scenario in the water analysis. However, it is not always the total annual rainfall that has the most influence on actual creek flows and low flow periods. For example, in the early 1990's there was several dry years with a drought in spring. Most of the driest months on record occurred either in the 1950's or the 1980's. The driest spring was in 1956, the driest summer in 1960, and the driest fall was in 1993. Pumping restrictions need to cover any actual significant dry period when dewatering might occur, not just the historical dry season. However, this further complicates monitoring and

enforcement, warranting stronger mitigation measures. The required water storage facilities are massive and should require engineering to prevent tank failure, erosion, and sedimentation. Additionally, pumping systems and records can be tampered with, and the County's ability to enforce existing regulations and restrictions has been severely hampered by budget cuts. This project is unlikely to be a priority for enforcement actions.

Water quality is not well addressed as an issue in the SEIR due to the court ruling. However, water quality and water quantity issues cannot be separated when considering either fish or the City's water supply. Turbidity is already a limiting factor for the City's water plant – turbidity standards have increased and upgrades to the City's water plant are being required. Pumping at the water plant is sometimes restricted due to high turbidity. Chemicals found in stormwater runoff and herbicides and pesticides also affect fish and the City's water plant. Dirty water affects the timing of City diversions and treatment and can have dramatic affects on water supply.

The City of Trinidad has been monitoring water quality and studying septic systems in the area for many years and several state grants for watershed planning and implementation projects have been received. Luffenholtz is known to already have bacteria contamination from old and unmaintained septic systems, with sample results up to almost 30 times the state standard for safe contact. Though newer septic systems should function better, there is no guarantee that the systems will be maintained or used at their design capacity in the future.

Cumulative impacts are not adequately addressed. If any single impact is found to be potentially significant in an initial study, then an EIR is required, including a cumulative impact analysis of all the impacts, not just the potentially significant ones, or in this case, the impacts determined by the Court. But even just considering those two issues, the cumulative impact analysis is inadequate. The water supply analysis found that in a dry year, 96% of Luffenholtz Creek is allocated, including the Moss project, City build-out and fish bypass flows. That is an extremely small margin of error for future uncertainties. Though the water analysis used conservative assumptions, there were many assumptions needed. This does not provide the City with a lot of confidence that its water supply will be protected, particularly considering uncertainties from potential climate change in the future and additional development.

The water analysis addressed build out of the City and projects applications that have been submitted as "reasonably foreseeable future projects." However, the Trinidad Rancheria has recently released copies of a draft Comprehensive Community Plan that calls for several large projects, including a 50+ room hotel, RV park, retail shops and a gas station. The Rancheria currently gets its water from the City's system. These projects should be addressed in the cumulative impacts analysis as they will represent a significant amount of water use, and because local jurisdictions do not have authority over development on the Rancheria.

Other unmitigated cumulative impacts from this project and others that are still to come based on the precedence of this project include:

1. Increase traffic and pedestrian safety issues along Westhaven Drive and at the Hwy 101 interchange in Trinidad where 5 road and 4 on/off ramps converge and safety is already an issue;

2. Increased fire danger to the City's wooden water storage tanks from fire ignitions along Fox Farm Road. The road side vegetation along this road was changed from fire-resistant vegetation (rhodies, huckleberries, and salal) to fire prone vegetation (tall dry grass, broom, and pampas grass). It was upgraded without any CEQA review (a portion of the road project is in the coastal zone) as a mitigation measure for Moss. The mitigation measure had no CEQA review of its impacts and the fact that it would create irreversible momentum to develop the entire 680 TLLC patent parcel subdivision.

Based on several complaints and responses, there appear to be several outstanding code violations, including grading and land clearing that have occurred on the Moss parcel and other parcels within the Trinidad LLC property. It is the City's understanding that these violations have not been addressed or corrected, and may have now become the baseline from which the impacts of this project have been analyzed. These unenforced violations are a strong indication that any mitigation that measures that rely on detailed County oversight and enforcement are not likely to be a priority due to lack of adequate staff and funding. Therefore, third party oversight is warranted. The City of Trinidad requests to be this third party additional mitigation measures.

In 2005, as the result of an initial study prepared under CEQA for the resubmittal of the expired application, the County Planning Commission and Board of Supervisors found that there were potentially significant, unmitigated impacts in the following areas: agricultural resources, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, public services, traffic and the mandatory findings of significance. That includes a large number of potentially significant issues. Though the Court found that the original 1997 initial study and Negative Declaration should stand other than two areas of new information (impacts to the City's water supply and impacts to recently listed salmonids), CEQA law still applies, and these potentially significant impacts need to be adequately addressed. Even within the Court's determination, the SEIR can not realistically separate these two issues from all the others in the cumulative effects analysis.

When reviewing a CEQA case, a judge generally can not overturn an agency's substantive decision on whether impacts are significant or not unless that decision was not supported by the facts. *Western States Petroleum Association v. The Superior Court of Los Angeles County* (1995) 9 Cal. 4th 559; the review standard is whether the lead agency correctly followed the CEQA process. Section 21186 of CEQA states: "...the court shall not exercise its independent judgment on the evidence but shall only determine whether the act or decision is supported by substantial evidence in light of the whole record." Section 21186.5 goes on to state: "...the inquiry shall extend only to whether there was a prejudicial abuse of discretion. Abuse of discretion is established if the agency has not proceeded in a manner required by law or if the determination or decision is not supported by substantial evidence."

CEQA Guidelines section 15064 (1) states: "If the lead agency determines there is substantial evidence in the record that the project may have a significant effect on the environment, the lead agency shall prepare an EIR. ...if a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect."

For the reasons stated above, the City requests that the County prepare a full EIR as appropriate. At a minimum, the following additional mitigation need to be included in order to mitigate potentially significant impacts to the quantity and quality of Trinidad's water and to protect listed salmonids.

- #1 Require a General Plan Amendment or Zoning Change and require that the bulk of the property (73 acres out of 93) be set aside as restricted open space. This will prevent forestland conversions or other development that might increase turbidity for the City's water supply or reduce dry period water supply from changes in hydrology.*
- #2 Restrict pumping during "dry periods" (not just the 'dry season') as defined by flow in the creek and or precipitation minimums. This will help to prevent dewatering of the creek during low flow periods, thus protecting the City and the fish.*
- #3 City to receive pumping records quarterly to monitor Moss parcel water use regularly and timely, and City to have an easement for on-site inspections with 48-hour notice to ensure plumbing has not been tampered with.*
- #4 County to maintain vegetation along Fox Farm so as to eliminate severe fire danger by reducing the invasive vegetation such as pampas and broom and encouraging native vegetation such as rhodies and huckleberries. This increased fire danger affects residents and threatens the City's water tanks, which are with 1/2 mile distance.*
- #5 Require dedication of a trail easement from Fox Farm Road to Luffenholtz Creek as part of the effort to create a community wide coastal trail access network, reducing emissions and improving community health. Require assessment of any new development to help pay for bicycle and pedestrian safety improvements along Westhaven Drive to improve safe routes to school. This measure will help reduce cumulative impacts to traffic resulting from the project.*

Overall, the City of Trinidad requests that that this project not be approved without additional analysis and mitigation. Thank you for the opportunity to comment on this important project.

Respectfully



Trever Parker, City Planner
City of Trinidad



August 19, 2010

Michael E. Wheeler, Senior Planner
County of Humboldt
Dept. of Community Development Services, Planning Division
3015 H Street
Eureka, CA 95501

Re: Response to Notice of Availability for the Draft Supplemental Environmental Impact Report for the Moss Parcel Map Subdivision, Trinidad Area; Case No. PMS-03-14, File No. 515-131-23

Dear Mr. Wheeler,

The City of Trinidad respectfully submits the following comments regarding the above mentioned project (herein referred to 'Moss Subdivision') after careful consideration and public hearing.

Overall, the Draft Supplemental Environmental Impact Report (DSEIR) is generally thorough in its analysis of the two issues at hand, and also covered alternatives and cumulative impacts. It seemed to cover most of the potential development scenarios, including additional subdivisions and build-out in Luffenholtz Creek as well as the recent request by CDF to acquire City water. Most of the conclusions and assumptions seem reasonable (e.g. estimates of daily water use per residence). In general, staff feels that the document was well done.

However, there are still uncertainties for the future, and the City has concerns about this project. Though this particular project consists of only three new lots (four total parcels), which partially limits the direct impacts, this subdivision will set future precedence for other subdivisions and development proposals in the area. There are two main areas where City feels that some comments and recommendations are warranted. These include additional mitigation and enforcement measures, and the preferred alternative. The discussion and suggestions below have been divided into subcategories, and the City's overall comments are included in italics.

The City's concerns generally fall into four different categories: future uncertainties; future development and increased water demand; water quality; and the preferred alternative. In order to address these concerns, the City suggests several additions to proposed mitigation as well as additional mitigation.

Environmentally Superior Alternative

The first comment from the City is that the most environmentally superior alternative should be the "Clustered Development" Alternative (No. 3 in the Draft Supplemental Environmental Impact Report (DSEIR)). The City strongly encourages the County to revise their analysis to determine this to be the case and require this alternative to be implemented as a condition of project approval for the reasons outlined below.

Alternative 2 – Alternative Water Supply (Wells) – is not the environmentally superior alternative, and may have greater impacts than the proposed project.

The determinations that this alternative would have impacts "less than project" for biological and water resources are unsupported by the facts. The description of this alternative acknowledges this: "Another concern raised in the 2005 Initial Study is that any such well could be directly linked to Deadman Creek, or Luffenholtz Creek, essentially drawing from subsurface flows of those watercourses. In that circumstance, there is the potential that the proposed alternative would cause reductions in surface flows similar to those which would occur under the proposed project." (DSEIR p. 4-5) Then, without any additional supporting information the DSEIR goes on to state: "Alternative 2 has the potential to maintain existing flows in both watercourses on the subject site, limiting effects both to natural communities and to the water supply which ultimately reaches the City of Trinidad." (DSEIR p. 4-6) Even if this alternative were mitigated so that the new parcels were required to give up their riparian rights, as suggested on DSEIR p. 4-5 describing this alternative, there is no evidence that any future wells would not be hydrologically connected to the creeks. And even if the connection were not direct subsurface flow, groundwater storage is what provides the stream's baseflow, which is especially important during the dry season.

Alternative 3 – Clustered Development – will have fewer impacts on the environment than the proposed project, or Alternative 2, and should be considered the 'environmentally superior alternative' pursuant to CEQA Guidelines §15126.6

Water impacts were found to be similar to those of the proposed project. However, it is also recognized that by clustering the development, land disturbance impacts are minimized. If a large remainder parcel were to be preserved from future development, it is more likely to retain its native cover. With four 20 acre parcels, based on past developments, it is likely that much of the forest land will be converted to pasture land and non-native vegetation and other development such as gardens and trails, which can significantly affect the hydrologic cycle within the watershed – e.g. grasslands tend to store less water, which could affect dry season flows in Luffenholtz Creek. Therefore, this impact should be considered to be "less than the project."

More generally, most of the effects related to this project were considered to be "similar to the project." However, as mentioned above, clustered development is recognized to have less land disturbance, which reduces several types of impacts to a project. Clustered development is generally considered more walkable and less car-oriented, which could reduce air quality and traffic impacts. Because the clustered development would result in less land disturbances,

biological impacts would also be assumed to be less than the proposed project. Also by clustering development, there is increased efficiency in delivering public services (e.g. police and fire), with fewer utility and lines and roads needed. This decreases impacts to aesthetics, cultural resources, public services, utilities and hazards. Fire hazards should also be less since less land would be disturbed. Therefore, many of these impacts should have been listed as "less than the project" instead of "similar to the project." If these findings had been more appropriately made, then this alternative would be identified as the environmentally superior alternative in Table 4-1 of the DSEIR.

Alternative 3 – Clustered Development – as the environmentally preferred alternative, will reduce potentially significant impacts to the water supply of the City of Trinidad and to coastal cutthroat trout, and should be required as project mitigation.

The City has determined that Alternative 3 should be considered the most environmentally superior alternative and would like to see it further developed and incorporated into the project. Even though this project only involves four lots, it sets precedence for future development in these upper watershed areas that will have larger and lasting effects in the future. Although the DSEIR found that Alternative 3 would have "greater than the project" impacts to land use because the smaller lots are not consistent with General Plan and zoning regulations, these restrictions can be changed through proper permitting process and analysis. In addition, the County is currently going through a General Plan update and policies and zoning that encourage or require clustered development in this area can more easily be incorporated for other areas in the future. The City suggests that this alternative be the one that is required to be developed for the project. Residential development rights on the 84 acre remainder parcel must be converted to an Open Space easement or equivalent with restrictions on residential development and forest cover removal. It is acknowledged that such a change may necessitate changes to the DSEIR and may also alter the recommendations for additional mitigation included below, but in general, the suggestions for mitigation would still be applicable to this alternative.

Mitigation

Under the proposed project, additional mitigation is required to adequately reduce potentially significant impacts to the City's water supply from future uncertainties and increased water demand.

There are many uncertainties in terms of future water use, and stronger mitigation is needed to ensure that future development does not impact the water supply for downstream users, including the City of Trinidad, and fish. These uncertainties include drought conditions, altered weather patterns from climate change and the fact that these parcels may utilize their riparian rights beyond just a single-family residence, including for agriculture, which is what they are zoned for. Dry weather flow testing was done on a limited basis of only a few different years, which do not likely represent the lowest possible flow conditions. In addition, there is a history of well failures in the area, generally from septic pollution, which requires the development of surface water sources or connection to a public water system; this means that some existing development may utilize these sources in the future, not just new development. Secondary dwelling units are another source of potential development on existing lots that was not analyzed in the DSEIR. In

order to address the problems of insufficient water or contaminated wells, the City has included the following policy encouraging the formation of a Water Services District that could supply additional users from the City's water system; many properties outside the City are already connected to the City's water system.

Policy LU-8.2 If capacity and / or storage is adequate, study the feasibility of forming a Water District that includes the area to the east and southeast of the City on either side of the freeway, where some properties are already connected to the system, to allow for additional connections outside the City, as the system allows. Eventual annexation should be considered. An 'annexation agreement' (agreeing not to object to future annexation) with the City is a minimum requirement for providing any new connections outside of City limits. Areas to the north of the City should be part of such a district if services are to be provided there in the future.

The 'project demand' (DSEIR p. 3-15) was estimated based on only three units in the Luffenholtz Creek watershed and one in Deadman Creek resulting from the proposed Moss subdivision. It is noted that the AE zone *"generally... permits a maximum of one residential unit per parcel"* (DSEIR p. ES-3). Though the cumulative analysis section of the document recognizes the potential for second units, it is generally considered "too speculative" to include in this analysis. The DSEIR is not clear whether secondary dwelling units would be allowed on these lots, though County staff has stated they would not. However, a General Plan update is underway, and the designation and zoning could easily change. In accordance with State law, second units are generally a ministerial process and most existing lots in the watershed would fall under this requirement. It is not clear whether the dry-season water storage mitigation requirement would apply to any future second units. Therefore, additional mitigation is warranted to ensure future protection of the City's water supply.

Water Quality impacts are also tied to water supply impacts due to limiting factors for potable water such as turbidity and bacterial contamination, and additional mitigation is required to adequately reduce potentially significant impacts to the City's water supply.

Though water quality was not listed as a specific impact to be addressed in the DSEIR, it affects the City's ability to provide water, and is a limiting factor during the wintertime in being able to supply adequate water quantity to customers. Therefore, the City considers this issue to be within the scope of the Court decision limiting the analysis to two issues. Luffenholtz Creek is considered a "Critical Water Supply Area," which is defined by the Humboldt County General Plan as *"used by a specific municipality or community for its water supply system, which is so limited in area that it is susceptible to a potential risk of contamination from development activities."*

The DSEIR notes (p. 3-6) that: *"Concentrated run-off from developed portions of the site has the potential to increase erosion along the stream banks, carrying silt and soil into the streams. Runoff from developed areas may contain contaminants, including landscape chemicals (pesticides, fertilizers, etc.) and roadway contaminants."* The DSEIR concentrates all of its analysis on quantity impacts to the water supply of the City, but does not adequately address the water quality impacts, which could also impact cutthroat trout. Large lots such as those proposed

are often converted from forest to pasture or garden space or other landscaping. Often dirt roads and paths are created such as for off-road vehicles and site access. These activities can have hydrologic impacts to the stream resulting in more runoff and less storage as well as increased erosion and siltation and introduction of foreign materials, including polluted runoff into the creek. The City's draft General Plan includes the policy implementation included below, and the City requests that mitigation consistent with the policy be included for the Moss subdivision in order to reduce potentially significant impacts to the City's water supply.

Program LU-9.5.1: Pursue adoption of a public education program regarding pesticides and other hazardous chemical, and when feasible, enter into a non-binding Memorandum of Understanding, or other agreement with property owners within the "Critical Water Supply Area" to minimize the use of these chemicals and reduce contamination of water supplies.

The City of Trinidad requests that the following additions be made to the proposed mitigation in order to adequately reduce potentially significant impacts to the City's water supply resulting from the Moss subdivision as described above.

IS MM 4 – regarding site revegetation, should specify 'with native vegetation' (this is a requirement for revegetation within Streamside Management Areas (SMAs) in IS MM 7, but should be required throughout the site). Conversion of large areas to non-native vegetation has the potential to impact the hydrologic cycle and downstream water supplies.

IS MM 5 – regarding runoff from impervious surfaces should additionally specify that runoff be directed away from the septic system in order to more fully protect the leachfield.

IS MM 7 / EIR MM 1 – regarding SMAs should be enforceable long-term. As currently written, it only applies to the building stages, but should be applied to the parcels into the future. The mitigation measure includes restrictions on development, disposal and the use of chemicals in the SMAs. This mitigation needs to be included in a landowner agreement or deed restriction in order to be effective (also see suggested additional mitigation below).

EIR MM 2 and EIR MM 3 – regarding dry-weather storage and pumping, the City has concerns about enforcement. These may be difficult provisions to enforce, though the DSEIR makes a commendable attempt at enforcement measures. But what happens after 5 years and property is sold? There needs to at least be a deed restriction recorded so that future property owners are made aware of the restrictions. There also should be remedial measures in place should the conditions not be complied with. The City also requests the opportunity to review the pumping records annually beyond the five years to ensure that these conditions continue to be followed (also see suggested additional mitigation below). It also should be specified that the permanent flow meters have, at a minimum, daily recording capabilities and that these records be submitted for review annually. Easements should be established that provide access to the storage tanks, pumps and flow meters for inspection purposes. Assessments should be established to cover the cost of inspections and evaluations. In addition, rain / fog water collection system should be included as part of the water storage mitigation measure EIR MM 2.

EIR MM 4 – The City strongly supports this mitigation measure and future policy, including for any secondary dwelling units even if ministerially approved. This policy can be applied as a standard to be met even for ministerial projects to be verified through a building permit process and this provision should be added to the mitigation. The City has some concerns about enforcement of this mitigation and the timing. The Planning Commission and Board of Supervisors could reject such a policy, or it may not be a priority for an agenda item. Therefore, it should be completed prior to approval of Final Map or Waiver rather than within 12 months.

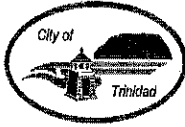
The City of Trinidad requests that the following additional mitigation be required in order to adequately reduce potentially significant impacts to the City's water supply resulting from the Moss subdivision as described above.

1. Include an additional mitigation measure(s) that requires landowner agreements or deed restrictions to restrict the use of chemicals such as fertilizers and pesticides, the amount of land clearing and land conversion such as from forest to pasture or to non-native vegetation for the entire parcel, not just the SMAs and not just during construction.
2. Include an additional mitigation that requires any future secondary dwelling units to demonstrate that the development will not reduce instream water flow below that necessary for maintaining necessary flows in Luffenholtz Creek similar to EIR MM 4. In addition, clarify that all secondary dwelling units will be required to comply with EIR MM 2 and EIR MM 3 regarding dry-season water storage if they are allowed in the future.
3. Add a mitigation measure that the public works inspection records of metered flows be provided to the City each year for review.

Thank you for the opportunity to comment on this important and potentially far-reaching project. These comments have been carefully considered by City staff and the City Council at a public hearing. The City has determined that significant impacts to the City's water supply may result if the suggestions are not included as mitigation and conditions of approval of the Moss subdivision. Please feel free to contact me if you have any questions.

Respectfully

Kathy Bhardwaj, Mayor Pro-Tem
On Behalf of Stan Binnie, Mayor
City of Trinidad



CONSENT AGENDA ITEM #2

SUPPORTING DOCUMENTATION FOLLOWS WITH: 8 PAGES

2. Financial Status Reports for July 2011

City of Trinidad
Statement of Revenues and Expenditures
From 7/1/2011 Through 7/31/2011

		<u>Current Month</u>	<u>Year to Date</u>	<u>Total Budget - Original</u>	<u>% of Budget</u>
Revenue					
41010	PROPERTY TAX - SECURED	0.00	0.00	115,000.00	(100.00)%
42000	SALES & USE TAX	12,740.59	12,740.59	180,000.00	(92.92)%
43000	TRANSIENT LODGING TAX	0.00	0.00	80,000.00	(100.00)%
47350	MOTOR VEHICLE LICENSE FEE GAP	704.32	704.32	0.00	0.00%
49080	MOTOR VEHICLE FINES	0.00	0.00	3,500.00	(100.00)%
53010	COPY MACHINE FEE	9.00	9.00	100.00	(91.00)%
53020	INTEREST INCOME	888.50	888.50	15,000.00	(94.08)%
53090	OTHER MISCELLANEOUS INCOME	174.00	174.00	2,500.00	(93.04)%
54020	PLANNER- APPLICATION PROCESSIN	1,500.00	1,500.00	8,500.00	(82.35)%
54040	ENGINEER-APPLICATION PROCESSIN	0.00	0.00	500.00	(100.00)%
54050	BLDG.INSPECTION APPLICATION PROCESSI	400.46	400.46	10,000.00	(96.00)%
54100	ANIMAL LICENSE FEES	15.00	15.00	100.00	(85.00)%
54130	FARMERS MARKET BUSINESS LICENS	30.00	30.00	0.00	0.00%
54150	BUSINESS LICENSE TAX	3,938.50	3,938.50	7,500.00	(47.49)%
54300	ENCROACHMENT PERMIT FEES	0.00	0.00	400.00	(100.00)%
56400	RENT - VERIZON	1,680.68	1,680.68	19,620.00	(91.43)%
56500	RENT - HARBOR LEASE	5,000.00	5,000.00	5,000.00	0.00%
56650	RENT - SUDDENLINK	0.00	0.00	4,200.00	(100.00)%
56700	RENT - TOWN HALL	1,945.00	1,945.00	8,500.00	(77.12)%
56800	RENT - MISC	0.00	0.00	500.00	(100.00)%
59999	INTERDEPARTMENTAL TRANSFER INC	0.00	0.00	5,000.00	(100.00)%
	Total Revenue	<u>29,026.05</u>	<u>29,026.05</u>	<u>465,920.00</u>	<u>(93.77)%</u>

City of Trinidad
Statement of Revenues and Expenditures
201 - GFAdmin
From 7/1/2011 Through 7/31/2011

	Current Month	Year to Date	Total Budget - Original	% of Budget
Expense				
60900 HONORARIUMS	250.00	250.00	3,000.00	91.67%
61000 EMPLOYEE GROSS WAGE	6,540.41	6,540.41	72,615.00	90.99%
61250 OVERTIME	0.00	0.00	1,500.00	100.00%
61470 FRINGE BENEFITS	46.16	46.16	0.00	0.00%
65000 EMPLOYEE TAXES, INSUR & BENEFI	0.00	0.00	8,746.00	100.00%
65100 DEFERRED RETIREMENT	208.64	208.64	0.00	0.00%
65200 MEDICAL INSURANCE AND EXPENSE	326.05	326.05	6,384.00	94.89%
65300 WORKMEN'S COMP INSURANCE	3,788.00	3,788.00	0.00	0.00%
65500 EMPLOYEE MILEAGE REIMBURSEMENT	70.50	70.50	1,200.00	94.13%
65600 PAYROLL TAX	518.95	518.95	0.00	0.00%
68090 CRIME BOND	700.00	700.00	0.00	0.00%
68100 FIDELITY BOND	0.00	0.00	770.00	100.00%
68200 INSURANCE - LIABILITY	4,448.95	4,448.95	10,908.00	59.21%
68300 PROPERTY & CASUALTY	3,747.60	3,747.60	4,387.00	14.57%
71100 ATTORNEY-MEETINGS	0.00	0.00	15,000.00	100.00%
71110 ATTORNEY-ADMINISTRATIVE TASKS	0.00	0.00	8,000.00	100.00%
71130 ATTORNEY-LITIGATION	0.00	0.00	10,000.00	100.00%
71210 CITY ENGINEER-ADMIN. TASKS	1,300.50	1,300.50	7,000.00	81.42%
71220 CITY ENG-APPLICATION PROCESS	0.00	0.00	2,000.00	100.00%
71300 CITY PLANNER-MEETINGS	0.00	0.00	4,200.00	100.00%
71310 CITY PLANNER-ADMIN. TASKS	0.00	0.00	7,000.00	100.00%
71320 CITY PLANNER-APPL. PROCESS	0.00	0.00	7,000.00	100.00%
71340 CITY PLANNER - SPECIAL PROJECT	0.00	0.00	20,000.00	100.00%
71410 BLDG INSPECTOR-ADMIN TASKS	1.75	1.75	0.00	0.00%
71420 BLDG INSPECTOR-PERMIT PROCESS	8,036.02	8,036.02	5,000.00	(60.72)%
71510 ACCOUNTANT-ADMIN TASKS	434.44	434.44	20,000.00	97.83%
71620 AUDITOR-FINANCIAL REPORTS	0.00	0.00	11,913.00	100.00%
72000 CHAMBER OF COMMERCE	4,000.00	4,000.00	4,500.00	11.11%
75110 FINANCIAL ADVISOR/TECH SUPPORT	0.00	0.00	1,200.00	100.00%
75160 LIBRARY RENT & LOCAL CONTRIB.	0.00	0.00	1,500.00	100.00%
75170 RENT	0.00	0.00	7,800.00	100.00%
75180 UTILITIES	146.86	146.86	4,000.00	96.33%
75190 DUES & MEMBERSHIP	0.00	0.00	1,000.00	100.00%
75200 MUNICIPAL/UPDATE EXPENSE	0.00	0.00	7,500.00	100.00%
75220 OFFICE SUPPLIES & EXPENSE	1,070.36	1,070.36	4,500.00	76.21%
75240 BANK CHARGES	55.00	55.00	0.00	0.00%
75990 MISCELLANEOUS EXPENSE	0.00	0.00	1,900.00	100.00%
76110 TELEPHONE	214.67	214.67	2,500.00	91.41%
76130 CABLE & INTERNET SERVICE	160.95	160.95	2,000.00	91.95%
76150 TRAVEL	0.00	0.00	1,500.00	100.00%
78160 BUILDING REPAIRS & MAINTENANCE	0.00	0.00	3,500.00	100.00%
78190 MATERIALS, SUPPLIES & EQUIPMEN	228.17	228.17	5,000.00	95.44%
92200 UNREALIZED INVEST. GAINS/LOSSE	245.35	245.35	0.00	0.00%
Total Expense	36,539.33	36,539.33	275,023.00	86.71%

City of Trinidad
Statement of Revenues and Expenditures
301 - Police
From 7/1/2011 Through 7/31/2011

		<u>Current Month</u>	<u>Year to Date</u>	<u>Total Budget - Original</u>	<u>% of Budget</u>
Expense					
61000	EMPLOYEE GROSS WAGE	1,501.61	1,501.61	19,585.00	92.33%
65000	EMPLOYEE TAXES, INSUR & BENEFI	0.00	0.00	2,359.00	100.00%
65300	WORKMEN'S COMP INSURANCE	521.00	521.00	0.00	0.00%
65600	PAYROLL TAX	115.05	115.05	0.00	0.00%
71510	ACCOUNTANT-ADMIN TASKS	372.37	372.37	0.00	0.00%
75170	RENT	1,300.00	1,300.00	7,800.00	83.33%
75180	UTILITIES	134.25	134.25	1,200.00	88.81%
75190	DUES & MEMBERSHIP	122.00	122.00	0.00	0.00%
75220	OFFICE SUPPLIES & EXPENSE	0.00	0.00	300.00	100.00%
75300	CONTRACTED SERVICES	0.00	0.00	82,745.00	100.00%
75350	ANIMAL CONTROL	113.00	113.00	1,396.00	91.91%
76110	TELEPHONE	78.93	78.93	1,800.00	95.61%
92100	UNREALIZED GAINS/LOSSES	(8,815.00)	(8,815.00)	0.00	0.00%
	Total Expense	<u>(4,556.79)</u>	<u>(4,556.79)</u>	<u>117,185.00</u>	<u>103.89%</u>

City of Trinidad
Statement of Revenues and Expenditures
401 - Fire
From 7/1/2011 Through 7/31/2011

		<u>Current Month</u>	<u>Year to Date</u>	<u>Total Budget - Original</u>	<u>% of Budget</u>
Expense					
60900	HONORARIUMS	150.00	150.00	1,800.00	91.67%
75180	UTILITIES	39.66	39.66	800.00	95.04%
75190	DUES & MEMBERSHIP	0.00	0.00	10.00	100.00%
75260	BACKGROUNDS / EDUCATION	0.00	0.00	1,000.00	100.00%
75300	CONTRACTED SERVICES	0.00	0.00	175.00	100.00%
76110	TELEPHONE	3.06	3.06	175.00	98.25%
76140	RADIO & DISPATCH	163.26	163.26	0.00	0.00%
78140	VEHICLE FUEL & OIL	0.00	0.00	750.00	100.00%
78150	VEHICLE REPAIRS	0.00	0.00	3,000.00	100.00%
78160	BUILDING REPAIRS & MAINTENANCE	0.00	0.00	500.00	100.00%
78190	MATERIALS, SUPPLIES & EQUIPMEN	0.00	0.00	7,500.00	100.00%
78200	EQUIPMENT REPAIRS & MAINTENANC	0.00	0.00	1,500.00	100.00%
90000	Capital Reserves	0.00	0.00	50,000.00	100.00%
	Total Expense	<u>355.98</u>	<u>355.98</u>	<u>67,210.00</u>	<u>99.47%</u>

City of Trinidad
Statement of Revenues and Expenditures
501 - PW (Public Works)
From 7/1/2011 Through 7/31/2011

	<u>Current Month</u>	<u>Year to Date</u>	<u>Total Budget - Original</u>	<u>% of Budget</u>
Expense				
61000 EMPLOYEE GROSS WAGE	3,024.75	3,024.75	39,180.00	92.28%
61250 OVERTIME	0.00	0.00	3,000.00	100.00%
65000 EMPLOYEE TAXES, INSUR & BENEFI	0.00	0.00	4,720.00	100.00%
65100 DEFERRED RETIREMENT	193.94	193.94	0.00	0.00%
65200 MEDICAL INSURANCE AND EXPENSE	1,391.34	1,391.34	21,113.00	93.41%
65300 WORKMEN'S COMP INSURANCE	1,553.00	1,553.00	0.00	0.00%
65600 PAYROLL TAX	246.56	246.56	0.00	0.00%
68200 INSURANCE - LIABILITY	404.45	404.45	992.00	59.23%
71250 CITY ENGINEER - PROJECT FEES	0.00	0.00	2,500.00	100.00%
71510 ACCOUNTANT-ADMIN TASKS	0.00	0.00	1,100.00	100.00%
75300 CONTRACTED SERVICES	0.00	0.00	1,500.00	100.00%
78100 STREET MAINT/REPAIR/SANITATION	0.00	0.00	114,700.00	100.00%
78120 STREET LIGHTING	310.09	310.09	4,800.00	93.54%
78125 Street Lighting - Improvements	0.00	0.00	40,000.00	100.00%
78130 TRAIL MAINTENANCE	0.00	0.00	1,000.00	100.00%
78140 VEHICLE FUEL & OIL	261.43	261.43	3,000.00	91.29%
78150 VEHICLE REPAIRS	0.00	0.00	2,000.00	100.00%
78190 MATERIALS, SUPPLIES & EQUIPMEN	895.32	895.32	2,500.00	64.19%
Total Expense	<u>8,280.88</u>	<u>8,280.88</u>	<u>242,105.00</u>	<u>96.58%</u>

City of Trinidad
Statement of Revenues and Expenditures
204 - IWM
From 7/1/2011 Through 7/31/2011

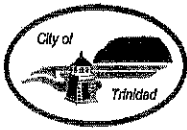
		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
Revenue					
46000	GRANT INCOME	0.00	0.00	5,000.00	(100.00)%
47600	BLUE BAG SALES	240.00	240.00	3,500.00	(93.14)%
47650	RECYCLING REVENUE	0.00	0.00	32,000.00	(100.00)%
	Total Revenue	240.00	240.00	40,500.00	(99.41)%
Expense					
61000	EMPLOYEE GROSS WAGE	1,023.32	1,023.32	13,265.00	92.29%
65000	EMPLOYEE TAXES, INSUR & BENEFI	0.00	0.00	1,598.00	100.00%
65100	DEFERRED RETIREMENT	95.35	95.35	0.00	0.00%
65200	MEDICAL INSURANCE AND EXPENSE	400.14	400.14	6,461.00	93.81%
65300	WORKMEN'S COMP INSURANCE	509.00	509.00	0.00	0.00%
65600	PAYROLL TAX	85.58	85.58	0.00	0.00%
75120	WASTE RECYCLING PICKUP/DISPOSA	1,440.00	1,440.00	16,000.00	91.00%
75140	BLUE BAG PURCHASES	0.00	0.00	3,500.00	100.00%
78100	STREET MAINT/REPAIR/SANITATION	428.20	428.20	7,000.00	93.88%
78190	MATERIALS, SUPPLIES & EQUIPMEN	0.00	0.00	1,000.00	100.00%
85000	CAPITAL OUTLAY	4,719.45	4,719.45	4,800.00	1.68%
	Total Expense	8,701.04	8,701.04	53,624.00	83.77%
	Net Income	(8,461.04)	(8,461.04)	(13,124.00)	(35.53)%

City of Trinidad
Statement of Revenues and Expenditures
601 - Water
From 7/1/2011 Through 7/31/2011

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
Revenue					
53020	INTEREST INCOME	0.00	0.00	20,000.00	(100.00)%
53090	OTHER MISCELLANEOUS INCOME	0.00	0.00	1,000.00	(100.00)%
57100	WATER SALES	20,245.31	20,245.31	221,000.00	(90.84)%
57300	NEW WATER HOOK UPS	0.00	0.00	9,000.00	(100.00)%
57500	WATER A/R PENALTIES	1,162.80	1,162.80	6,000.00	(80.62)%
	Total Revenue	21,408.11	21,408.11	257,000.00	(91.67)%
Expense					
61000	EMPLOYEE GROSS WAGE	6,423.00	6,423.00	83,354.00	92.29%
61250	OVERTIME	0.00	0.00	5,000.00	100.00%
65000	EMPLOYEE TAXES, INSUR & BENEFI	0.00	0.00	10,040.00	100.00%
65100	DEFERRED RETIREMENT	590.49	590.49	0.00	0.00%
65200	MEDICAL INSURANCE AND EXPENSE	2,783.37	2,783.37	43,590.00	93.61%
65300	WORKMEN'S COMP INSURANCE	3,272.00	3,272.00	0.00	0.00%
65600	PAYROLL TAX	536.92	536.92	0.00	0.00%
68200	INSURANCE - LIABILITY	3,235.60	3,235.60	7,933.00	59.21%
68300	PROPERTY & CASUALTY	2,498.40	2,498.40	2,925.00	14.58%
71110	ATTORNEY-ADMINISTRATIVE TASKS	0.00	0.00	4,500.00	100.00%
71210	CITY ENGINEER-ADMIN. TASKS	405.75	405.75	43,620.00	99.07%
71230	ENGINEER-SPECIAL PROJECTS	0.00	0.00	14,848.00	100.00%
71510	ACCOUNTANT-ADMIN TASKS	434.44	434.44	9,000.00	95.17%
71620	AUDITOR-FINANCIAL REPORTS	0.00	0.00	9,000.00	100.00%
75180	UTILITIES	1,326.87	1,326.87	14,000.00	90.52%
75190	DUES & MEMBERSHIP	0.00	0.00	900.00	100.00%
75220	OFFICE SUPPLIES & EXPENSE	87.00	87.00	2,000.00	95.65%
75230	INTEREST EXPENSE	0.00	0.00	1,935.00	100.00%
75990	MISCELLANEOUS EXPENSE	0.00	0.00	250.00	100.00%
76110	TELEPHONE	80.00	80.00	1,500.00	94.67%
76130	CABLE & INTERNET SERVICE	49.00	49.00	588.00	91.67%
76160	LICENSES & FEES	0.00	0.00	2,200.00	100.00%
78140	VEHICLE FUEL & OIL	50.43	50.43	3,000.00	98.32%
78150	VEHICLE REPAIRS	0.00	0.00	1,500.00	100.00%
78160	BUILDING REPAIRS & MAINTENANCE	0.00	0.00	2,000.00	100.00%
78170	SECURITY SYSTEM	0.00	0.00	276.00	100.00%
78190	MATERIALS, SUPPLIES & EQUIPMEN	149.98	149.98	5,000.00	97.00%
78200	EQUIPMENT REPAIRS & MAINTENANC	0.00	0.00	500.00	100.00%
79100	WATER LAB FEES	815.00	815.00	5,500.00	85.18%
79120	WATER PLANT CHEMICALS	1,474.78	1,474.78	16,000.00	90.78%
79130	WATER LINE HOOK-UPS	0.00	0.00	4,000.00	100.00%
79150	WATER LINE REPAIR	0.00	0.00	20,000.00	100.00%
79160	WATER PLANT REPAIR	0.00	0.00	10,000.00	100.00%
	Total Expense	24,213.03	24,213.03	324,959.00	92.55%
	Net Income	(2,804.92)	(2,804.92)	(67,959.00)	(95.87)%

City of Trinidad
Statement of Revenues and Expenditures
701 - Cemetery
From 7/1/2011 Through 7/31/2011

		<u>Current Period Actual</u>	<u>Current Year Actual</u>	<u>Total Budget - Original</u>	<u>% of Budget</u>
	Revenue				
53020	INTEREST INCOME	0.00	0.00	3,000.00	(100.00)%
58100	CEMETERY PLOT SALES	750.00	750.00	9,000.00	(91.67)%
	Total Revenue	<u>750.00</u>	<u>750.00</u>	<u>12,000.00</u>	<u>(93.75)%</u>
	Expense				
61000	EMPLOYEE GROSS WAGE	675.58	675.58	8,727.00	92.26%
65000	EMPLOYEE TAXES, INSUR & BENEFI	0.00	0.00	1,051.00	100.00%
65100	DEFERRED RETIREMENT	53.60	53.60	0.00	0.00%
65200	MEDICAL INSURANCE AND EXPENSE	334.90	334.90	5,184.00	93.54%
65300	WORKMEN'S COMP INSURANCE	357.00	357.00	0.00	0.00%
65600	PAYROLL TAX	55.74	55.74	0.00	0.00%
75300	CONTRACTED SERVICES	0.00	0.00	500.00	100.00%
78180	OTHER REPAIR & MAINTENENCE	0.00	0.00	500.00	100.00%
78190	MATERIALS, SUPPLIES & EQUIPMEN	0.00	0.00	500.00	100.00%
	Total Expense	<u>1,476.82</u>	<u>1,476.82</u>	<u>16,462.00</u>	<u>91.03%</u>
	Net Income	<u>(726.82)</u>	<u>(726.82)</u>	<u>(4,462.00)</u>	<u>(83.71)%</u>



CONSENT AGENDA ITEM #3

SUPPORTING DOCUMENTATION FOLLOWS WITH: 1 PAGES

3. Proclamation 2011-04; North Coast Stand Down

TRINIDAD CITY HALL
P.O. Box 390
409 Trinity Street
Trinidad, CA 95570
(707) 677-0223

Kathy Bhardwaj, Mayor
Gabriel Adams, City Clerk



PROCLAMATION 2011-04

IN HONOR AND SUPPORT OF THE 2011 NORTH COAST STAND DOWN

WHEREAS, On September 30, October 1 and 2, 2011, the sixth annual North Coast Stand Down will take place at the Humboldt County Fairgrounds; and

WHEREAS, The purpose of a Stand Down is to reach out to local veterans and their families to provide a hand up, not a hand out; and

WHEREAS, The term "Stand Down" is a military one that is used in war times when exhausted combat soldiers requiring time to rest and recover were told to "stand down" and were taken from battlefields to a place of relative security and safety; and

WHEREAS, Today, Stand Downs are held across the country as grass-roots, community-based events designed to help veterans obtain information and access to medical, employment, social service, legal and other types of assistance; and

WHEREAS, Approximately one-third of America's adult homeless population has served their country in the Armed Services; and

WHEREAS, The North Coast Stand Down is committed to providing all veterans, including those who are homeless, and their families direct access to short-term and long-term resources, including shelter and opportunities to begin drug and alcohol recovery; and

WHEREAS, Like the North Coast Stand Down, the most effective programs for veterans are community-based, nonprofit, "veterans helping veterans" groups; and

WHEREAS, The 2010 North Coast Stand Down assisted more than 500 veterans in accessing the services to which they are entitled; and

WHEREAS, The 2011 North Coast Stand Down will make a positive difference in the lives of local veterans and their families and raise community awareness of the needs of soldiers returning from active duty;

NOW, THEREFORE, BE IT RESOLVED that the City of Trinidad recognizes the 2011 North Coast Stand Down Board, Coordination Committee, and volunteers for their efforts to address the needs of local veterans and encourages all North Coast veterans in need of services to attend the Stand Down.

PASSED, APPROVED, AND ADOPTED by the Trinidad City Council on Wednesday, September 14, 2011.

Attest:

Gabriel Adams
City Clerk

Kathy Bhardwaj
Mayor



CONSENT AGENDA ITEM #4

SUPPORTING DOCUMENTATION FOLLOWS WITH: 1 PAGE

4. Donation for Trinidad Head Trail Maintenance

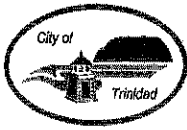
CONSENT AGENDA ITEM #

Date: September 14, 2011

Item: Donation for Trinidad Head Trail Maintenance

Background: Staff has been working with Mrs. Gladys Burritt of Eureka regarding the replacement of a vandalized plaque on a bench that she initially purchased for Trinidad Head in the 1980's. Mrs. Burritt has provided the replacement plaque which public works has installed, and Mrs. Burritt kindly made a donation of \$50 to be used for trail maintenance on Trinidad Head.

Proposed Action: Accept the donation from Mrs. Burritt to be used for Trinidad Head trail maintenance.



CONSENT AGENDA ITEM #5

SUPPORTING DOCUMENTATION FOLLOWS WITH: 1 PAGE

5. City Checking Account Transition

CONSENT AGENDA ITEM # _____

Date: September 14, 2011

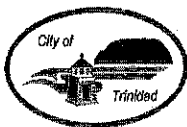
Item: Change of city's checking account from Morgan Stanley Smith Barney to North Valley Bank

Background: The city currently maintains an account at North Valley Bank, McKinleyville Branch, to deposit revenue collected by the city, and the city periodically transfers those funds to Morgan Stanley Smith Barney where the city maintains its checking account. Transitioning the city's checking account to North Valley Bank is recommended for the following reasons:

1. Funds will earn a higher rate of return (currently .35% at North Valley Bank compared to .01% at Morgan Stanley Smith Barney).
2. Will avoid the need to periodically transfer accumulated revenues from North Valley Bank to Morgan Stanley Smith Barney.
3. Will allow direct wiring of funds from its checking account at North Valley Bank. The Local Area Investment Fund (LAIF) will not accept funds directly from an investment broker.

The checking account at North Valley is a collateralized public fund and is insured at 110% without regard to the balance. Morgan Stanley Smith Barney will continue to hold a number of government bond investments made on behalf of the city until their maturity, as well as the city's deferred compensation plan.

Proposed Action: Authorize staff to transition its checking account from Morgan Stanley Smith Barney to North Valley Bank



CONSENT AGENDA ITEM #6

SUPPORTING DOCUMENTATION FOLLOWS WITH: 1 PAGE

6. **PG&E Contract for Relocation of Streetlight**

***Contract was not provided at the time the packet was printed.
It will be made available to the Council and public as soon as it is received.***

CONSENT AGENDA ITEM # _____

Date: September 14, 2011

Item: Contract with PG&E for relocation of streetlight at Trinity & West Streets

Background: The attached contract for \$5,946.65 will allow PG&E to proceed with relocation of the street light at Trinity & West Streets from the west to the east side of the street. This is in keeping with Gateway Committee recommendation to relocate the light out from under the inside of the tree across from the Trinidad Eatery. Other street lights will be replaced but will be in or adjacent to current locations and as such, relocation expense will not be assessed to the city.

Proposed Action: Authorize the Mayor to execute the contract for electrical distribution and service extension for street lighting at Trinity and West Streets.

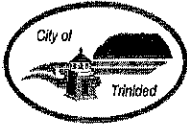
Attachment: Contract ID 1131746



AGENDA ITEM #1

SUPPORTING DOCUMENTATION FOLLOWS WITH: 0 PAGES

1. Presentation of Quality Community Design Awards



AGENDA ITEM #2

SUPPORTING DOCUMENTATION FOLLOWS WITH: 13 PAGES

2. Discussion/Decision regarding Signing at Trinity & Edwards

DISCUSSION/ACTION AGENDA ITEM _____

Date: September 14, 2011

Item: Improved Visibility Markings and Signage at Trinity and Edwards Streets

Discussion:

At last month's meeting, the Council discussed Traffic Engineer Frank Penry's 7/24/2011 Technical Memo regarding improved visibility markings and signage at Trinity and Edwards Streets and requested additional information. The additional information requested and the response from the Traffic Engineer (**bold print**) follow:

Consider a single stop sign addition on Edwards (as opposed to an all way stop sign).

A single stop sign on Edwards is not appropriate nor recommended. If any new stop controls are added to the intersection, they should be added to both Edwards and Trinity Street to form an all-way stop intersection as described in the 7/24/2011 memo.

Identify the minimum type and size end of roadway marker(s) so as not to obstruct viewshed, but still provide for appropriate end of roadway alert. **Three (3) Chevron Alignment Signs (W 1-8R – 18" x 24" each, for a total size of 54" x 24" width x height). The pavement striping (centerline and crosswalk) identified in the 7/24/2011 memo should also be installed with the signs for increased visibility/safety (the signs by themselves are not enough).**

Advise what it would cost to study the feasibility of a roundabout at that location. **The very nature of a roundabout is to have a "terminating vista", or block the view of proceeding straight. Additionally because of the "newness" of roundabouts in general, they have exhaustive signage and striping recommendations. I'm not sure a roundabout is appropriate for this location but we could prepare a brief study to determine if a roundabout would physically fit in the available right of way (or if additional R/W is needed) and meet the current FHWA design guidelines for approximately \$3,500.**

Should the Council wish to continue the discussion/consideration of a roundabout at this or any other location, it is recommended this be referred to the budget process to consider the expense in concert with other street/road improvement priorities.

The Traffic Engineer's 7/24/2011 Technical Memo offers two possible alternative recommendations for improved visibility markings at that intersection, one of which is to consider all-way stop control controls in concert with a number of improvements (see section 3.2 of Technical Memo). With the recommendation of all-way stop control,

further engineering study is recommended "given the regulatory setting and potential risk claims issue with the installation of official traffic control devices."

The alternative recommendation (see section 3.1 of Technical Memo) retains the existing side-street stop control and increases visibility of roadway markings and signage as follows:

- The existing marked crosswalks would be improved with white wide longitudinal strips ("ladder" style crosswalk).
- The existing centerline would be replaced with double yellow thermoplastic centerline with reflective markers.
- The existing red object marker would be replaced with one direction large arrow sign (48"x 24") and yellow object marker (18"x 18"), or, alternately, three (3) Chevron Alignment Signs (18" x 24" each).

Proposed Action:

Authorize staff to put in place the improved visibility markings and signage as recommended in Section 3.1 of the Traffic Engineer's Technical Memo to improve visibility markings and signage at the intersection of Trinity and Edwards Streets.

Attachment: Technical Memorandum

TECHNICAL MEMORANDUM

City of Trinidad, Traffic Engineering Technical

Assistance – Edwards Street and Trinity Street Recommendations



Reviewed by: _____

Date: _____

PREPARED FOR: Ms. Karen B. Suiker, City Manager, City of Trinidad

PREPARED BY: Frank Penry, P.E., T.E., PTOE,
Winzler & Kelly

DATE: July 24, 2011

JOB #: 01063-07001-11050



1.0 PURPOSE AND NEED

It's our understanding that existing pole mounted street light at the intersection of Trinity Street and Edwards Street is proposed to be removed, or is in process of removal, by Pacific Gas & Electric (PG&E). The purpose of this memo is to provide the City with recommendations, which are intended to mitigate concerns at the intersection once the light has been removed.

It is important to note the recommendations contained in a previous technical memo prepared for the City on November 24, 2009. That technical memo reviewed various alternatives, the regulatory setting, and possible recommendations to address public concerns and complaints regarding issues of traffic safety on Trinity and Edwards Streets. The memo had two particular recommendations with respect to the subject location;

All-Way Stop Control Controls Trinity and Edwards Street

From a cursory review of the location, without adequate data to prepare a full warrant analysis, it appears that the Volume Warrant (C1 & C2) could be met when considering the two street approaches as separate. This is reasonably assumed, given that the following considerations; vehicle right-of-way is potentially ambiguous with right and left-turn movements presumed to be "through", potential vehicle and pedestrian conflicts adjacent to high pedestrian volumes, and potential sight distance constraints due to parked vehicles.

It appears within the discussion of this memo that all-way stop controls at the intersections of Trinity Street/Edwards Street would be justified within the satisfaction of at least one warrant and sound engineering judgment.

It was noted during a recent site visit that the crosswalk on Trinity Street has been installed, as recommended below;

Marked Crosswalks at the Intersection of Edwards and Trinity Streets

As noted above, there is a high potential for pedestrian movement conflicts at this location given the proximity of commercial, residential, and recreational uses. The lack of fully developed pedestrian facilities is somewhat a cause for concern; however sidewalks do exist along Trinity Street and a portion of Edwards Street. There is continued presence of pedestrians regardless of facilities.

A marked crosswalk would be recommended across Trinity Street. However, due to the potentially ambiguous right-of-way, a crosswalk across Edwards is only recommended in combination with all-way stop controls at this location.

2.0 EXISTING CONDITIONS

Pursuant to the recommendations for a crosswalk in the previous memo, marked crosswalks presently exist on both the north (Trinity Street) and east leg (Edwards Street) of the intersection. The intersection remains stop controlled on the westbound approach only, as the street has a marked alignment (roadway centerline stripe) of Trinity Street to the west leg of Edwards Street. The street centerline consists of a single dashed row of reflective and non-reflective raised pavement markers and there is an edgeline stripe along the south side of Edwards Street. Curbs adjacent to the intersection have all be painted red to restrict parking, facilitate vehicle movements, and improve sight distance.

Additionally, a single red object marker (end of roadway) is located along the southern side of Edwards Street, opposite the centerline of Trinity Street.

2.1 End-of-Roadway Markers

As noted by Section 3C.04, End-of-Roadway Markers of the California Manual on Uniform Control Devices (MUTCD); the end-of-roadway marker shall be used to warn and alert road users at the end of a road or cul-de-sac street where there is no alternate vehicular path.

3.0 DISCUSSION AND RECOMMENDATIONS

Given the regulatory setting and potential risk claims issue with the installation of official traffic control devices, it is recommended that the City complete an engineering study of any location of which an all-way stop signage or crosswalk markings are installed. Below is further discussion and alternate recommendations with regard to the subject intersection concerns.

3.1 Improved Visibility Markings and Signage

Given the potential change to ambient lighting levels at the intersections with the proposed removal of the adjacent light standard, this recommendation would retain the existing side-street stop control

and increase the visibility of roadway markings and signage. The following improvements are recommended with this alternative;

- The existing marked crosswalks should be improved with white wide longitudinal stripes (2ft wide, spaced 2 ft apart) within the existing transverse markings; commonly referred to as a “ladder” style crosswalk.
- The existing centerline should be replaced with a double yellow thermoplastic centerline, with reflective markers (Std. Detail 22), through the intersection and a minimum 50ft on each approach.
- Replace existing red object marker with One Direction Large Arrow Sign (W1-6R) and Yellow Object Marker (N-1). Signage shall face approach traffic on Trinity Street and point to the west. Standard size for the W1-6R is 48”x24”. Standard size for the N-1 is 18”x18”.
 - Alternately, three (3) Chevron Alignment Signs (W1-8R) may be used instead of the Large Directional Arrow Sign and Object Marker. Standard size for each W1-8R is 18”x24”.

3.2 All-Way Stop Control Controls

As noted previously, it appears that the all-way stop volume warrant may be met when considering the two street approaches. However, given the special circumstances; such as vehicle right-of-way, potential vehicle and pedestrian conflicts, potential sight distance constraints, and ambient lighting levels, engineering judgment would support the installation of all-way stop controls without substantial traffic volumes. With this recommendation of all-way stop control at the subject intersection, the following improvements should be included with this alternative;

- New Stop signs (R1-1) should be place on both the uncontrolled approaches of Edward Street and Trinity Street. A new stop bar would accompany the stop signage on the west leg of Edward Street.
- The existing centerline markers should be removed within the intersection. Replace existing centerline stripe with double yellow thermoplastic centerline (Std. Detail 21) a minimum 50ft on each approach.
- Replace existing red object marker with Two-Direction Large Arrow Sign (W1-7) and Yellow Object Marker (N-1). Signage shall face approach traffic on Trinity Street.
- As noted in the previous study, with the provision for all-way stop control at this intersection, all three legs of the intersection may have marked crosswalks. The new marked crosswalk would be installed instead of the new stop bar.
- Temporary “Changed Conditions” warning signage should be placed in advance of the intersection, on each approach. Temporary flags should be affixed to the stop signage.

- As an option, the existing marked crosswalks may be improved with white wide longitudinal stripes (2ft wide, spaced 2 ft apart) within the existing transverse markings; commonly referred to as a “ladder” style crosswalk.

4.0 ATTACHMENTS

California MUTCD, Section2C.09

California MUTCD, Section2C.39

California MUTCD, Section3C.04

The Reverse Turn (W1-3) sign or the Reverse Curve (W1-4) sign may be combined with the Advisory Speed (W13-1) plaque (see Section 2C.46) to create a combination Reverse Turn/Advisory Speed (W4-1(CA)) sign (see Figure 2C-1), or combination Reverse Curve/Advisory Speed (W4-18(CA)) sign (see Figure 2C-1).

The Hairpin Curve (W1-11) sign or the 270-degree Loop (W1-15) sign may be combined with the Advisory Speed (W13-1) plaque (see Section 2C.46) to create a combination Hairpin Curve/Advisory Speed (W4-10(CA)) sign (see Figure 2C-1), or combination 270-degree Loop/Advisory Speed (W4-14(CA)) sign (see Figure 2C-1).

The Truck Rollover Warning (W1-13) sign may be combined with the Advisory Speed (W13-1) plaque (see Section 2C.46) to create a combination Truck Rollover Warning/Advisory Speed (W4-22(CA)) sign (see Figure 2C-1).

Standard:

~~When used, the combination Horizontal Alignment/Advisory Speed sign shall supplement other advance warning signs and shall be installed at the beginning of the turn or curve.~~

Guidance:

When used, the combination Horizontal Alignment/Advisory Speed sign should be installed at the beginning of the turn or curve.

Support:

The combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1) is used at problem locations where the Horizontal Alignment (W1-1 through W1-5) signs have not proven to be effective.

Standard:

When used, combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1) shall be used in the head-on position and/or at the beginning of the turn or curve.

Guidance:

When used, the square shape should be used in the head-on position for combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1).

When used, the diamond shape should be used in the beginning of the turn or curve for the combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1).

Existing pavement markings should also be evaluated.

Standard:

The advisory speed shall be determined in accordance with Section 2C.101(CA).

Section 2C.08 Combination Horizontal Alignment/Intersection Sign (W1-10)

Option:

The Turn (W1-1) sign or the Curve (W1-2) sign may be combined with the Cross Road (W2-1) sign or the Side Road (W2-2 or W2-3) sign to create a combination Horizontal Alignment/Intersection (W1-10) sign (see Figure 2C-1) that depicts the condition where an intersection occurs within a turn or curve.

Guidance:

Elements of the combination Horizontal Alignment/Intersection sign related to horizontal alignment should conform to Section 2C.06, and elements related to intersection configuration should conform to Section 2C.37. No more than one Cross Road or two Side Road symbols should be shown on any one combination Horizontal Alignment/Intersection sign.

Section 2C.09 One-Direction Large Arrow Sign (W1-6)

Option:

A One-Direction Large Arrow (W1-6) sign (see Figure 2C-1) may be used to delineate a change in horizontal alignment.

Standard:

The One-Direction Large Arrow sign shall be a horizontal rectangle with an arrow pointing to the left or right.

If used, the One-Direction Large Arrow sign shall be installed on the outside of a turn or curve in line with and at approximately a right angle to approaching traffic.

The One-Direction Large Arrow sign shall not be used where there is no alignment change in the direction of travel, such as at the beginnings and ends of medians or at center piers.

Guidance:

The One-Direction Large Arrow sign should be visible for a sufficient distance to provide the road user with adequate time to react to the change in alignment.

Type N-1(CA) (OM1-3) object marker should be used below and on the same post as the W1-6 sign. See Chapter 3C.

Section 2C.10 Chevron Alignment Sign (W1-8)

Option:

The Chevron Alignment (W1-8) sign (see Figure 2C-1) may be used to provide additional emphasis and guidance for a change in horizontal alignment. A Chevron Alignment sign may be used as an alternate or supplement to standard delineators on curves or to the One-Direction Large Arrow (W1-6) sign.

Standard:

The Chevron Alignment sign shall be a vertical rectangle. No border shall be used on the Chevron Alignment sign.

If used, a minimum of three Chevron Alignment signs shall be installed on the outside of a turn or curve, in line with and at approximately a right angle to approaching traffic.

Option:

A Chevron Alignment sign may be used on the far side of an intersection to inform drivers of a change of horizontal alignment for through traffic.

Guidance:

Spacing of Chevron Alignment signs should be such that the road user always has at least two three in view, until the change in alignment eliminates the need for the signs.

Chevron Alignment signs should be visible for a sufficient distance to provide the road user with adequate time to react to the change in alignment.

Section 2C.11 Truck Rollover Warning Sign (W1-13)

Option:

A Truck Rollover Warning (W1-13) sign (see Figure 2C-1) may be used to warn drivers of vehicles with a high center of gravity, such as trucks, tankers, and recreational vehicles, of a curve or turn having geometric conditions that are prone to cause such vehicles to lose control and overturn.

Standard:

When the Truck Rollover Warning (W1-13) sign is used, it shall be accompanied by an Advisory Speed (W13-1) plaque indicating the recommended speed for vehicles with a higher center of gravity.

Option:

The Truck Rollover Warning sign may be displayed either as a static sign, a static sign supplemented by a flashing warning beacon, or as a changeable message sign activated by the detection of an approaching vehicle with a high center of gravity that is traveling in excess of the recommended speed for the condition.

Support:

The curved arrow on the Truck Rollover Warning sign shows the direction of roadway curvature. The truck tips in the opposite direction.

Section 2C.12 Hill Signs (W7-1, W7-1a, W7-1b)

Guidance:

The Hill (W7-1) sign (see Figure 2C-2) should be used in advance of a downgrade where the length, percent of grade, horizontal curvature, and/or other physical features require special precautions on the part of road users.

The Hill sign and supplemental grade (W7-3) plaque (see Section 2C.48) used in combination, or the W7-1b sign used alone, should be installed in advance of downgrades for the following conditions:

- A. 5% grade that is more than 900 m (3,000 ft) in length;
- B. 6% grade that is more than 600 m (2,000 ft) in length;
- C. 7% grade that is more than 300 m (1,000 ft) in length;
- D. 8% grade that is more than 230 m (750 ft) in length; or

The relative importance of the intersecting roadways may be shown by different widths of lines in the symbol.

An advance street name plaque (see Section 2C.49) may be installed above or below an Intersection Warning sign.

Guidance:

The Intersection Warning sign should illustrate and depict the general configuration of the intersecting roadway, such as cross road, side road, T-intersection, or Y-intersection.

Intersection Warning signs, other than the Circular Intersection symbol (W2-6) sign and the T-intersection symbol (W2-4) sign, should not be used on approaches controlled by STOP signs, YIELD signs, or signals. The Circular Intersection symbol (W2-6) sign should be installed on the approach to a YIELD sign controlled roundabout intersection.

Where the side roads are not opposite of each other, the symbol for the intersection should indicate a slight offset.

Option:

A bulb shape may be placed on the appropriate leg of the Cross Road (W2-1), Side Road (W2-2 or W2-3), T-Symbol (W2-4), or Y-Symbol (W2-5) advance intersection signs to indicate a "Dead End" condition. See Section 2C.21 for DEAD END (W14-1) sign.

Guidance:

The END FREEWAY _____ MI (W69(CA)) sign should be used at locations where traffic leaving the freeway comes into a lower standard roadway. At problem locations dual installations with yellow flashing beacons or overhead installations should be considered. The W69(CA) sign should also be used at transitions from freeways to expressways.

Option:

The END FREEWAY sign (SW36(CA)) may be used at locations where traffic leaving the freeway comes into a lower standard roadway. It may also be used where additional emphasis is needed for the W69(CA) sign.

Guidance:

The CROSS TRAFFIC AHEAD (W70(CA)) sign should be used at locations where traffic leaves a freeway section and enters an expressway section to warn motorists that crossing at grade may be expected.

Option:

Where two sections of freeway are connected by a section of expressway of a relatively short distance, the Next Distance (W7-3a) plaque may be installed below the W70(CA) sign.

Support:

See Figure 2C-8(CA) for W69(CA), W70(CA) and SW36(CA) signs.

Section 2C.38 Two-Direction Large Arrow Sign (W1-7)

Standard:

The Two-Direction Large Arrow (W1-7) sign (see Figure 2C-8) shall be a horizontal rectangle.

If used, it shall be installed on the far side of a T-intersection in line with, and at approximately a right angle to, approaching traffic.

The Two-Direction Large Arrow sign shall not be used where there is no change in the direction of travel such as at the beginnings and ends of medians or at center piers.

Guidance:

The Two-Direction Large Arrow sign should be visible for a sufficient distance to provide the road user with adequate time to react to the intersection configuration.

Type N-1(CA) (OM1-3) object marker should be used below and on the same post as the W1-7 sign. Refer to Chapter 3C.

Section 2C.39 Traffic Signal Signs (W25-1, W25-2)

Standard:

Unless a separate left turn signal face is provided and is operated as described in Section 4D.06, if the possibility exists that a CIRCULAR YELLOW signal indication could be displayed to an approach from which drivers are turning left permissively without the simultaneous display of a CIRCULAR YELLOW signal indication to the opposing approach (see Section 4D.05), either a W25-1 or a W25-2

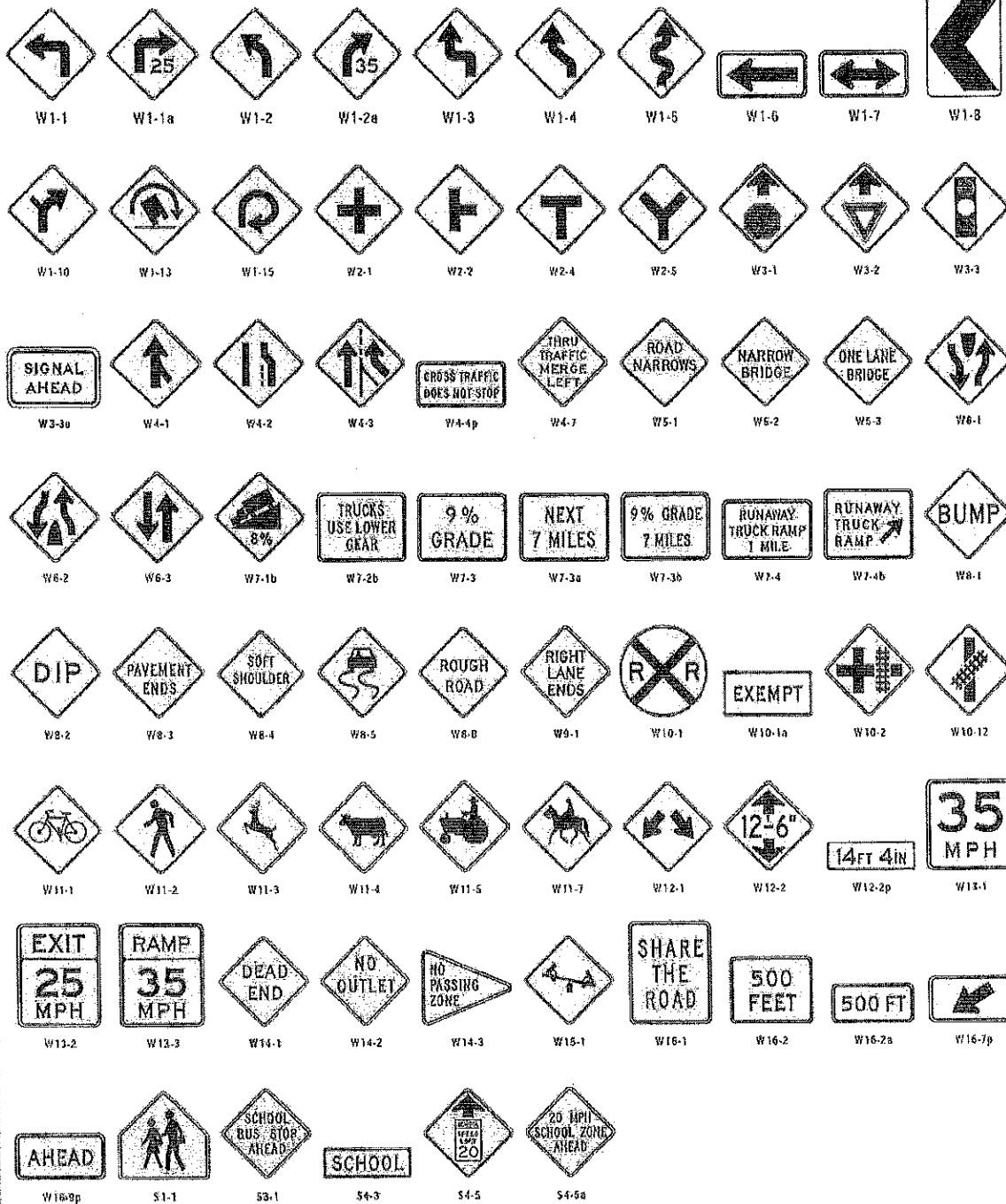
California Sign Chart

Sheet 4 of 10 - Federal Warning Signs

This chart contains commonly used signs in California, and is not meant to be used as a comprehensive sign chart.

California codes are designated by (CA). Otherwise Federal codes are shown. For a complete directory of signs, visit www.dot.ca.gov/hq/traffops/signtech/signindex.htm

California Department of Transportation
Signs and Work Zones Branch
September 2006



Option:

If engineering judgment indicates that the exit gore at an interchange cannot be negotiated in a reasonably safe manner, then in addition to the Type F and G delineators, Type R(CA) (OM-3C) object marker may be used as shown in Figure 3D-102(CA).

Section 3C.04 End-of-Roadway Markers

Support:

The end-of-roadway marker is used to warn and alert road users of the end of a roadway in other than construction or maintenance areas.

Standard:

The end-of-roadway marker (see Figure 3C-1) shall be one of the following: a marker consisting of nine red retroreflectors, each with a minimum diameter of 75 mm (3 in), mounted symmetrically on a red (OM4-1) or black (OM4-2) diamond panel 450 mm (18 in) or more on a side; or a retroreflective red diamond panel (OM4-3) 450 mm (18 in) or more on a side.

Option:

The end-of-roadway marker may be used in instances where there are no alternate vehicular paths.

Standard:

The end-of-roadway marker shall be used at the end of a road or cul-de-sac street where there is no alternate vehicular path.

Where conditions warrant, more than one marker, or a larger marker with or without a Type III barricade (see Section 3F.01), may be used at the end of the roadway.

Standard:

The minimum mounting height to the bottom of an end-of-roadway marker shall be 1.2 m (4 ft) above the edge of the pavement. Figure 3C-1(CA) shall be used for mounting height of the end-of-the-roadway marker.

Guidance:

Appropriate advance warning signs (see Chapter 2C) should be used.

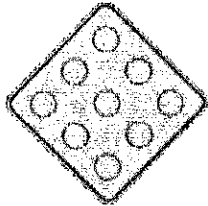
Support:

See Section 2C.21 for use of end-of-roadway marker in conjunction with END (W31(CA)) sign.

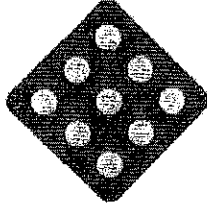
(This space left intentionally blank)

Figure 3C-1. Object Markers and End-of-Roadway Markers

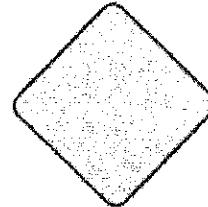
Type 1 Object Markers



OM1-1



OM1-2



OM1-3

Type 2 Object Markers



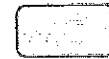
OM2-1V



OM2-2V



OM2-1H

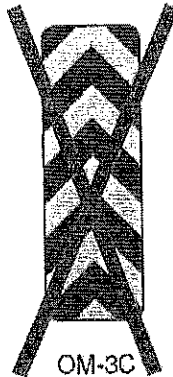


OM2-2H

Type 3 Object Markers



OM-3L

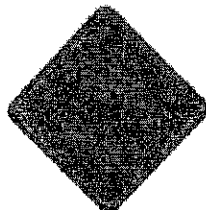


OM-3C

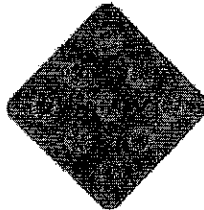


OM-3R

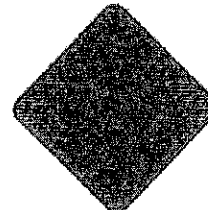
End-of-Roadway Markers



OM4-1



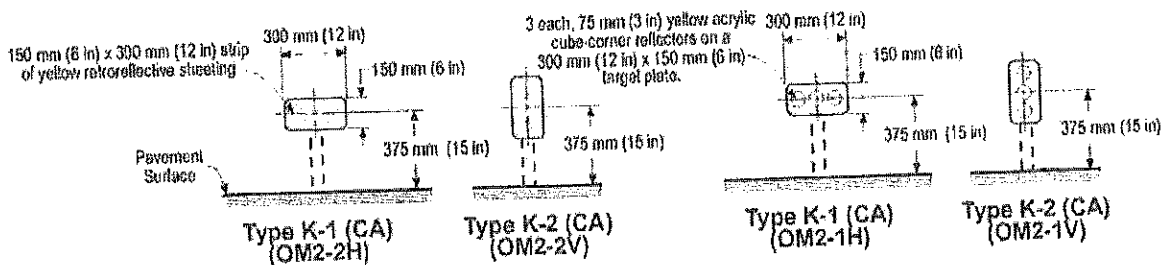
OM4-2



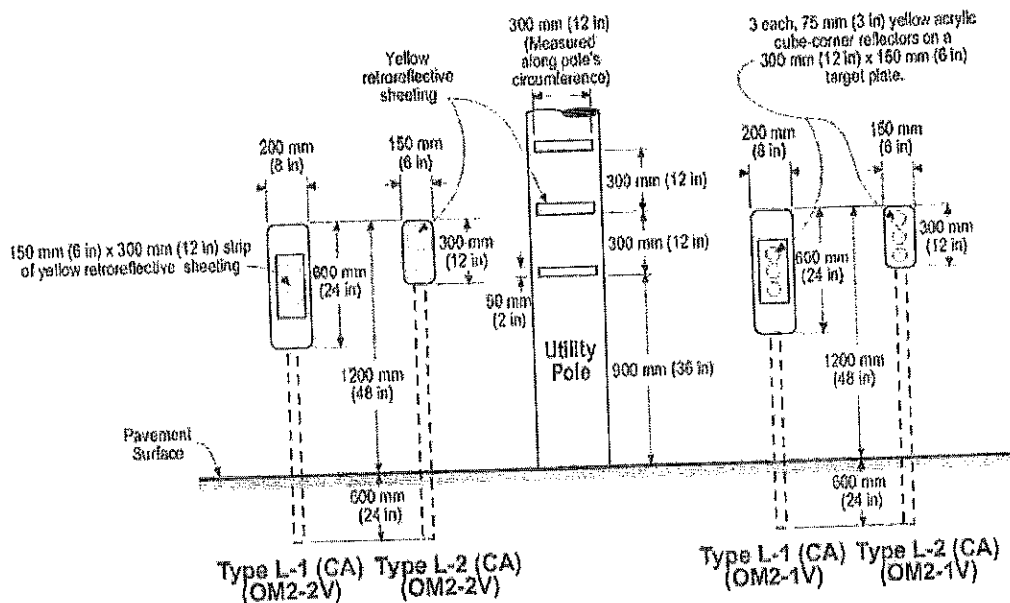
OM4-3

Figure 3C-1 (CA). California Object Markers and End-of-Roadway Markers (Sheet 1 of 2)

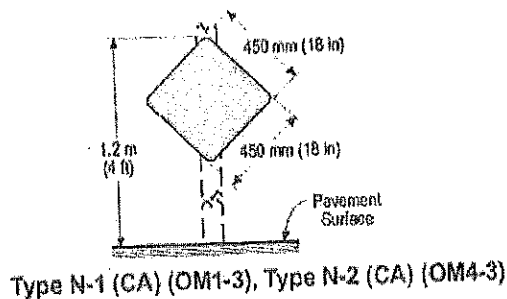
Typical Type K (CA) Object Marker



Typical Type L (CA) Object Marker



Typical Type N (CA) Object Marker



NOT TO SCALE



AGENDA ITEM #3

SUPPORTING DOCUMENTATION FOLLOWS WITH: 2 PAGES

3. Discussion/Decision regarding Prioritization of Proposition 1B Projects

DISCUSSION/ACTION AGENDA ITEM _____

Date: September 14, 2011

Item: Prioritization of Proposition 1B Projects

Background: The City received \$400,000 in proposition 1B funds in 2008 as part of a statewide bond issue that provided funding for a variety of transportation-related projects. The allocation that was previously approved by the Council and the expenditures as of the end of the last fiscal year in each of the categories follows:

<u>Project</u>	<u>Approved Allocation</u>	<u>Expenditures to June 30, 2011</u>
Maintenance, pavement repairs various locations, signage, ADA, street light relocation, Van Wyke Trail	\$184,700	\$50,242
Construction of Janis Court	\$100,000	\$100,744
Gateway Project Match, Augment HR3, Utilities	\$114,300	\$ 39,850
Total	\$400,000	\$190,836

There is a June 30, 2012 spending deadline to complete all projects, and the city currently has a remaining balance of \$209,164 from this funding source. A field review was recently conducted by Public Works Director Bryan Buckman and City Engineer Steve Allen to develop maintenance priorities and associated costs, and Council approval is sought to authorize staff to proceed accordingly. Possible projects and the recommended priority for use of these funds is as follows:

Backfill loss of ARRA funding	\$ 46,000
Street light relocation	\$ 10,000
Local Match for Gateway construction	\$ 33,775
Grinding and Overlay on Main Street	<u>\$164,066</u>
Total	\$ 253,841

This total exceeds the amount of remaining proposition 1B funds by about \$45,000. The project funding can be supplemented by some \$14,500 in Indian Gaming funds allocated for road/street repairs as well as approximately \$20,000 in Transportation Development Act funds that must be used for road/street related purposes. That still leaves a projected shortfall, and the Main Street grind and overlay will be reduced in scope to balance to available funds.

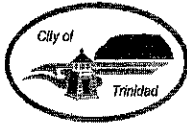
Other possible projects in priority order include:

Upper Edwards Street overlay	\$ 25,600
Stagecoach Road overlay	26,180
Scenic Drive grind & patch	6,720
West Street overlay	7,168
Ditch @ Frontage road, cleaning/new	6,000
Pacific/Azalea project design	55,000
Van Wycke Trail Repairs	120,000

Should unanticipated delays hamper the ability to complete a specific project within the expenditure deadline, we will proceed to work our way down the list to assure maximum use of available funds. Development of this priority listing will not only provide for direction to expend proposition 1B funds, but will be helpful in the event other funding sources become available in the future.

Proposed Action: Authorize staff to proceed with projects as prioritized up to the amount of available funds.

Attachment: Project Cost Comparison



AGENDA ITEM #4

SUPPORTING DOCUMENTATION FOLLOWS WITH: 6 PAGES

4. Discussion/Decision regarding Updated Draft Investment Policy

DISCUSSION AGENDA ITEM _____

Date: September 14, 2011

Item: INVESTMENT POLICY

The City Council adopted its investment policy on July 13, 2005 that allows for investments in "repurchase agreements", which are extremely complicated and are what bankrupted Orange County. Trinidad has no such investments, but a review and update of the city's investment policy is in order and was recommended by the external auditor, Mr. Ralph Marcello. A much simpler version has been prepared in concert with discussion and review by Mr. Marcello and the attached is recommended to replace the more complicated policy adopted in 2005.

The earlier policy was plagiarized from a policy used by a larger entity and provided for, among other things, quarterly reports to be submitted by the City's Financial Advisor, and annual reports be prepared to compare the City's return to the Benchmark Index return. This has not been followed, and in reality, the City has no staff qualified for such concentrated and active portfolio management and recommends joining over 290 other local governments that participate in the State of California Local Agency Investment Fund (LAIF) program.

The attached policy has substantially fewer allowable investment options than the current policy and requires that any investments other than to LAIF be subject to Council approval. Investment in Local Agency Obligations continues to be necessary inasmuch as the County is the recipient of property tax revenues and there needs to be an approved mechanism to hold those funds prior to disbursement to the receiving entity.

The city currently has a number of federal home loan and mortgage bonds invested through Morgan Stanley Smith Barney, that upon maturity, will be invested in LAIF in accordance with the new policy. Those maturity dates vary, with the longest out maturing October 15, 2014.

Staff Recommendation:

Adopt the attached Investment Policy, superseding the policy adopted on July 13, 2005

Attachments:

Proposed Investment Policy

LAIF Description

INVESTMENT POLICY CITY OF TRINIDAD

This Policy is intended to provide guidelines for the prudent investment of the City's idle cash, and outline the policies for maximizing the efficiency of the City's cash management system. The investment goal is to enhance the economic condition of the City while insuring liquidity, and the safety of funds invested; and

I. OBJECTIVES

The City's cash management system is designed to accurately monitor and forecast expenditures and revenues, thus enabling the City to invest funds to the fullest extent possible. The City attempts to obtain the highest yield on its investments consistent with the criteria established for safety and liquidity.

II. POLICY AND GUIDELINES

The City Council's management responsibility for the investment program is hereby delegated to the City Manager.

The three objectives of safety, liquidity and yield are to be taken into consideration when making investment decisions in accordance with Section 53600.5 of the California Government Code.

- A. **SAFETY IS THE PRIMARY OBJECTIVE:** Safety and the minimizing of risk associated with investing refers to attempts to reduce the potential for loss of principal, interest or combination of the two. The City invests only in those instruments that are considered very safe.

Any investments other than the investment of funds in the California Local Agency Investment Fund (LAIF) are subject to advanced approval by the City Council.

- B. **LIQUIDITY IS THE SECONDARY OBJECTIVE:** Liquidity refers to the ability to convert an investment to cash promptly with minimum risk of losing some portion of principal or interest. A portion of the portfolio should be maintained in liquid short-term securities which can be converted to cash if necessary to meet disbursement requirements.

Investments must not have a term remaining to maturity in excess of three years without prior approval from the City Council at least three months prior to making the investment notwithstanding that the California Government Code Section 53601 allows for maturities of up to five years without City Council approval.

- C. **YIELD IS THE THIRD OBJECTIVE:** Yield is the average annual return on an investment based on the interest rate, price, and length of time to maturity. The City attempts to obtain the highest yield possible, provided that the basic criteria of safety and liquidity have been met.

III. INVESTMENT INSTRUMENTS

A. Eligible Securities:

The City of Trinidad may invest in the following instruments under the guidelines as provided herein and in accordance with Sections 53601, 53635, 53637, 53638, 53651, 53652 and 53653 of the California Government Code. Percentage limitations on the purchase of securities apply at the time of purchase.

1. **CERTIFICATES OF DEPOSIT** Time Certificates of Deposit will be made only in accounts insured pursuant to Federal laws. For deposits in excess of the insured maximum of \$250,000, approved collateral shall be required in accordance with California Government Code Section 53652. Purchase of Time Certificates of Deposit are restricted to a maximum of 20% of the City's surplus funds and a maximum maturity of three years.
2. **TREASURY BILLS AND NOTES** U.S. Treasury Bills, Notes, Bonds or Certificates of Indebtedness, or those for which the full faith and credit of the United States are pledged for the payment of principal and interest.
3. **LOCAL AGENCY INVESTMENT FUND (LAIF)** Investment of funds in the California LAIF which allows the State Treasurer to invest through the Pooled Money Investment Account subject to the State's annual investment policy. Maximum investment is subject to State regulation.
4. **STATE AND LOCAL AGENCY OBLIGATIONS** include bonds, notes, warrants, or other evidence of indebtedness of any local agency within the State of California and/or the State of California. Investment in State and Local Agency Obligations are limited to taxable issues rated "AAA" by one of the three nationally recognized rating agencies and further limit investments to 20% of the City's surplus funds.

5. **OTHER** investments that are, or may become, legal investments through the State of California Government Code and with prior approval of the City Council.

B. Prohibited Securities:

1. Those securities not enumerated under Section III. A. "Eligible Securities" as well as;
2. Inverse floaters, range notes, interest only strips derived from a pool of mortgages (collateralized mortgage obligations) and any security that could result in zero interest accrual if held to maturity as specified in Section 53601.6 of the California Government Code.
3. Securities lending agreements.

IV. INTERNAL CONTROLS

Internal controls are designed to ensure that the assets of the City are protected from loss, theft or misuse. The internal controls shall address the following points:

- A. Control of Collusion - Collusion is a situation where two or more employees are working together to defraud their employer.
- B. Separation of duties - By separating the person who authorizes or performs the transaction from the people who record or otherwise account for the transaction, a separation of duties is achieved.
- C. Safekeeping - Securities purchased from any bank or dealer including appropriate collateral (as defined by State law) shall be placed with the City's depository bank in its trust department for safekeeping. Said securities shall be held in a manner that establishes the City's right of ownership.
- D. Clear Delegation of Authority - Subordinate staff members must have a clear understanding of their authority and responsibility to avoid improper actions.
- E. Written Confirmation of Telephone Transactions for Investments and Wire Transfers - Due to the potential for error arising from telephone transactions, all telephone transactions shall be supported by written communications and approved by the appropriate person.

V. CRITERIA FOR SELECTING BROKERS AND DEALERS

A Broker is a firm that does not own the securities being offered. A firm could be both a Broker and a Dealer. A Dealer owns a position in the securities being offered. As used below, the term "Dealer" refers to both Brokers and Dealers.

- A. A qualified dealer must be a bank, savings and loan, or an investment securities dealer. Commercial paper issuers may be considered qualified dealers for direct issuance of their commercial paper.
- B. Investment Securities dealers must be primary dealers or regional dealers that qualify under Securities and Exchange Commission (SEC) Rule 15C3-1 (uniform net capital rule).

- C. A qualified dealer must have a minimum capital requirement under SEC Rule 15C3-1 of \$250,000 and have at least five years of experience.
- D. A qualified dealer must supply proof of National Association of Securities Dealers (NASD) certification and State of California registration.
- E. A qualified dealer must certify that it has reviewed and understands the California Government Code Sections 53600 et seq. and the City's Investment Policy and that all securities offered to the City will comply fully with all provisions of the Government Code and with the City's Investment Policy.
- F. Broker/Dealers must be approved by the City Council prior to doing business with the City Trinidad.



AGENDA ITEM #5

SUPPORTING DOCUMENTATION FOLLOWS WITH: 11 PAGES

5. Discussion/Decision regarding Grand Jury Recommendations.

DISCUSSION AGENDA ITEM _____

Date: September 14, 2011

Item: Response to Grand Jury Recommendations

The Grand Jury has released its final report, and one section of that report requires responses within 90 days from a number of entities, including the City of Trinidad. A proposed response is attached.

Staff Recommendation:

Modify the attached proposed response, as appropriate, and authorize the Mayor to sign and transmit to the Grand Jury.

Attachments:

Grand Jury Report 2011-OW-01

Proposed Response

CITY OF TRINIDAD

P.O. Box 390
409 Trinity Street
Trinidad, CA 95570
(707) 677-0223

Kathy Bhardwaj, Mayor



September 14, 2011

Humboldt County Grand Jury
825 Fifth Street
Eureka, CA 95501

The following represents the City of Trinidad's response to the Grand Jury Report 2011-PW-01:

Recommendation 1: Provide greater education opportunities in the school system through community service and fraternal organization involvement.

Response to Recommendation 1: While the City of Trinidad supports efforts to encourage bicycle safety awareness, the City does not control nor direct educational offerings in the school system.

Recommendation 2: Establish an incentive program involving local law enforcement throughout Humboldt County encouraging safe bicycling by our youth to establish safe habits they can carry on into their adulthood.

Response to Recommendation 2: While the City of Trinidad supports efforts to encourage bicycle safety awareness, establishing such an incentive program cannot be undertaken due to insufficient staffing levels in the City. Additionally, Trinidad contracts with its law enforcement services with the Humboldt County Sheriff's Department and defers to that entity for law enforcement-related programs.

Recommendation 3: Encourage the fast-tracking of infrastructure improvements to make safe routes to schools and throughout individual communities safer for biking.

Response to Recommendation 3: The City of Trinidad, through its contracted Engineer, will aggressively seek funding for bicycle-related infrastructure improvements as opportunities become available.

Recommendation 4: Law enforcement agencies throughout Humboldt County should re-evaluate how bicycling laws are enforced.

Response to Recommendation 4: The City of Trinidad contracts with its law enforcement services with the Humboldt County Sheriff's Department and defers to that entity for enforcement of bicycle laws.

Very truly yours,

Kathy Bhardwaj, Mayor
City of Trinidad

Grand-Jury Report -- -2011-PW-01

Why is Humboldt County's Bicycling Accident Rate so High?

Summary

The Humboldt County 2010-11 Grand Jury recognizes that bicycle safety is a concern through personal experiences and from reports read and seen on local media sources. Seen continually throughout the County are bicyclists riding on sidewalks, riding along streets and rural highways against traffic and not obeying traffic rules as required. It is also recognized that there are bicyclists obeying the rules of the road, but vehicles are not sharing the road or providing adequate space while traveling in the area of designated bike lanes and routes. It was determined that bicycle safety was an important issue to discuss as well as to give encouragement towards the health of individuals, as well as for communities throughout the county. Since we recognize it may be too difficult to change the mindset of most adults this report focuses primarily on youth bicyclists' education.

Background

Having interviewed various representatives of local law enforcement and agencies and groups involved in local bicycling, it was discovered that Humboldt County has several programs that encourage safe bicycling.

There are serious concerns, however, from all contacted in regard to education, encouragement, engineering, enforcement, and evaluation of bicycle routes, laws, and use. Designated routes are limited to designated lanes and designated trails are either completed or in process of development in the three major cities of Arcata, Eureka, and Fortuna. In other communities, designated routes are provided through the main streets with few to no designations on side-streets. Throughout the County there are different types of bicyclists, from those who ignore the laws completely to those bicyclists that follow all the laws of the road. Law enforcement of bicycle laws differs from community to community, but none of them have strong enforcement.

Methodology - Written documents and Interviews:

- Arcata Police Department, Traffic
- Eureka Police Department, Traffic
- Fortuna Police Department, Traffic
- Humboldt County Association of Governments (HCAOG)
- Redwood Community Action Agency (RCAA)
- Office of Transportation Safety (OTS), California
- Safe Routes to School (SR2S) - Federal and State
- Humboldt County Office of Education
- California Parent Teacher Association
- Humboldt Bay Bicycle Commuters Association
- Greenwheels, Humboldt Advocacy for Transportation Choices

Research

- California DMV - <http://www.dmv.ca.gov/pubs/d1600.pdf> Drivers Handbook 2011
- Office of Transportation Safety - 2005 - 2009 Bicycle Accident Report
- California DMV: <http://www.dmv.ca.gov/pubs/d1603/d1603.pdf> Parent-Teen Training Guide
- California 2011 Driver Handbook on "Share the Road":
<http://www.dmv.ca.gov/pubs/hdbk/shrslowveh.htm>

Discussion

It is recognized that out of 58 counties within California, Humboldt County ranks number 4 to 7 in bicycle accidents and injuries in the years 2005 through 2009, with the exception of 2008, where it was ranked at 17 (See chart on page 3).

In the "Parent-Teen Training Guide" bicycling safety is hardly discussed except for the following paragraph: "**Motorcycles, Bicycles, Scooters, Etc.:** Be aware that because they are small-motorcycles, bicycles, scooters, and skateboards-can be difficult to see" (page 20).

The "Drivers Handbook 2011" stresses not only motorized vehicles should follow rules and laws of the road, but bicyclists as well. It also goes into much more detail about what motorized vehicle drivers and bicyclists must do to comply (pages 61-62).

In reviewing the accident reports from the Office of Transportation Safety, it was discovered that the last report for bicycle accidents available covered 2009. In reviewing the reports from 2005 through 2009 the following data were compiled:

		2005	2006	2007	2008	2009
*Victims Killed & Injured	Bicycles	60	55	60	47	71
	2Under 15	16	7	7	7	11
**Ranking by Daily Vehicle Miles Traveled	Bicycles	5/58	7/58	5/58	17/58	4/58
	Under 15	3/58	29/58	28/58	26/58	6/58
***Ranking by Average Population	Bicycles	6/58	8/58	6/58	15/58	5/58
	Under 15	5/58	29/58	32/58	26/58	5/58

* Victims Killed & Injured - This column shows the number fatalities and injuries aggregated. Damage-only or fender-bender collisions are not included.

** Ranking by Daily Vehicle Miles - This column weighs this city/county against all others in the Group when looking at DVMT. Cities/Counties of like size may have widely varying rates of traffic, a factor which can be meaningful on a local basis. Significant differences between this and the population column must be evaluated based on local circumstances.

*** Ranking by Average Population - This column weighs this city/county against all others in the Group based on population. Population can be a meaningful basis for comparison. Significant differences between this and the daily Vehicle Miles Traveled column must be evaluated based on local circumstances.

Note: Group in the above refers to all (58) counties in California.

¹ Bicycles - Collisions in which there were victims killed or injured and a bicyclist was involved.

² Under 15 - Collisions in which there were victims killed or injured and a bicyclist was under the age of 15 was involved.

The California Department of Motor Vehicles information in both the "Parent-Teen Training Guide" and "Drivers Handbook 2011" provide laws regarding bicycling use and obeying the same rules as a motorized vehicle using the road ways.

The California Driver Handbook on "Share the Road" states:

- Bicyclists:

- Must obey all traffic signals and stop signs.
- Are lawfully permitted to ride on certain sections of roadway in rural areas where there is no alternate route.
- Must ride in the same direction as other traffic, not against it.

- Shall ride as near to the right curb or edge of the roadway as practical- not on the sidewalk.
- Are legally allowed to ride in the center of the lane when moving at the same speed as other traffic.
- May move left to pass a parked or moving vehicle, bicycle, animal, avoid debris, or other hazards.
- May choose to ride near the left curb or edge of a one-way street.
- Should ride single file on a busy or narrow street.
- Must make left and right turns in the same way that drivers do, using the same turn lanes. If the bicyclist is traveling straight ahead, he or she should use a through traffic lane rather than ride next to the curb and block traffic making right turns.
- Must signal all their intentions to motorists and bicyclists near them.
- Must wear a helmet if under the age of 18.
- Should carry identification.
- Shall not operate a bicycle on a roadway during darkness unless the bicycle is equipped with:
 - ~ A brake which will enable the operator to make one braked wheel stop on dry, level, clean pavement.
 - During darkness bicyclists must have the following equipment:
 - ~ A front lamp emitting a white light visible from a distance of 300 feet.
 - ~ A rear red reflector visible from a distance of 500 feet.
 - ~ A white or yellow reflector on each pedal or on the bicyclist's shoes or ankles visible from a distance of 200 feet.

Local law enforcement attempts to enforce bicycle safety and laws. Of the enforcement agencies reviewed, it was discovered each had common efforts toward enforcement of bicyclist laws and rules but lacked funding. Though each department had different ideas about enforcement, whenever possible they did participate in community bicycling safety workshops/fairs or visited schools when asked (Arcata Police Department provided an incentive program by providing vouchers from local business for inexpensive items to give to youth following good bicycling safety and laws.). Enforcing bicycling rules and laws are limited because of funding priorities and often fall to the bottom of the list of

responsibilities, unless extra funding grants were provided or bicyclists were involved in breaking laws in view of an officer or an accident.

Rails to Trails -There is a national "Rails-to- Trails Conservancy" non-profit organization whose mission it is to create a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.

In our local area there are different groups or organization in support of the "Rails-to- Trails" mission. This is already being accomplished and developed through the Annie and Mary Trail, which will be a 6.8-mile multiple-use trail on the out-of-service historic railroad line between the city of Arcata and the town of Korbel for connection with the Humboldt Bay trail system, for which the Redwood Community Action Agency is currently planning. Also envisioned in the area is the "Arcata Rail with Trail" as a 4.5-mile Class I, ADA accessible, non-motorized trail that would extend from the northern end of the City of Arcata near West End Road, south to Samoa Boulevard. The trail corridor would run from the Aldergrove Industrial Park area located in northern Arcata, through Shay Park and the downtown area, and extend south near the Arcata Marsh and Wildlife Sanctuary. The proposed trail alignment would primarily run parallel to and within the North Coast Railroad Authority rail right-of-way, but has the potential to route along city-owned land adjacent to the rail line and Caltrans right-of-way.

The trail would serve as an important regional trail link connecting the proposed Annie and Mary Trail, Hammond Trail south, and Humboldt Bay Trail: Arcata to Eureka segment. The Arcata Rail with Trail has been identified in the City of Arcata 2004 Pedestrian and Bicycle Master Plan and in the 2007 Humboldt Bay Trail Feasibility Study: Arcata to Eureka segment.

The Humboldt County Association of Governments is currently working on the "*Regional Bicycling Plan for 2011*" and points out several different bicycling programs that encourage safe and responsible ridership throughout the county. The plan points to effective programs that can meet one or more goals: encourage the community, enhance safety, educate bicyclists and motorists; and improve mobility. In meeting these goals cooperation of local groups and schools is very

important to create partnerships in developing improved knowledge of bicyclists' and motorists' needs.

In developing partnerships and strengthening current goals of local community bicycling organizations and agencies throughout the county basic awareness of safety can be introduced through the "5 E's":

- **Education** - Bicyclists and drivers of all ages, but particularly elementary and middle school students are taught safety skills.
- **Encouragement** - Programs and events encourage individuals, schools, and neighborhoods to walk and bike more.
- **Engineering** - Infrastructure improvements will make routes to schools and throughout individual communities safer for biking.
- **Enforcement** - Various techniques are employed to ensure traffic laws are observed by both the bicyclists and motorists.
- **Evaluation** - Programs and projects are measured to track impacts. Surveys, trip counts, and accident data are examples of some measurement tools to evaluate outcomes.

Findings

1. We found limited and/or inadequate educational opportunities in our school systems for bicycle safety instruction.
2. During our investigations we only found one law enforcement agency in Humboldt County that has an incentive program for obeying bicycle safety rules and laws.
3. Most infrastructure improvements are in the planning phases.
4. Death and accident statistics involving bicyclists in Humboldt County are among the highest among the 58 counties in California.

Recommendations

1. Provide greater education opportunities in the school system through community service and fraternal organization involvement.
2. Establish an incentive program involving local law enforcement throughout Humboldt County encouraging safe bicycling by our youth to establish safe habits they can carry on into their adulthood.
3. Encourage the fast-tracking of infrastructure improvements to make safe routes to schools and throughout individual communities safer for biking.
4. Law enforcement agencies throughout Humboldt County should re-evaluate how bicycling laws are enforced.

Required Responses

Pursuant to California Penal Code §933 to 933.5, response to the Findings and Recommendations of this report shall be provided as follows:

- ~ Cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, and Trinidad: Recommendations 1 through 4
- ~ Humboldt County Board of Supervisors, Humboldt County Public Works Director: Recommendation 3
- ~ Humboldt County Office of Education: Recommendation 1